

THE
RAILWAY CONDUCTOR.

VOLUME XII.

1895.

CEDAR RAPIDS, IOWA.



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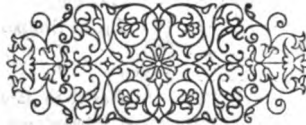
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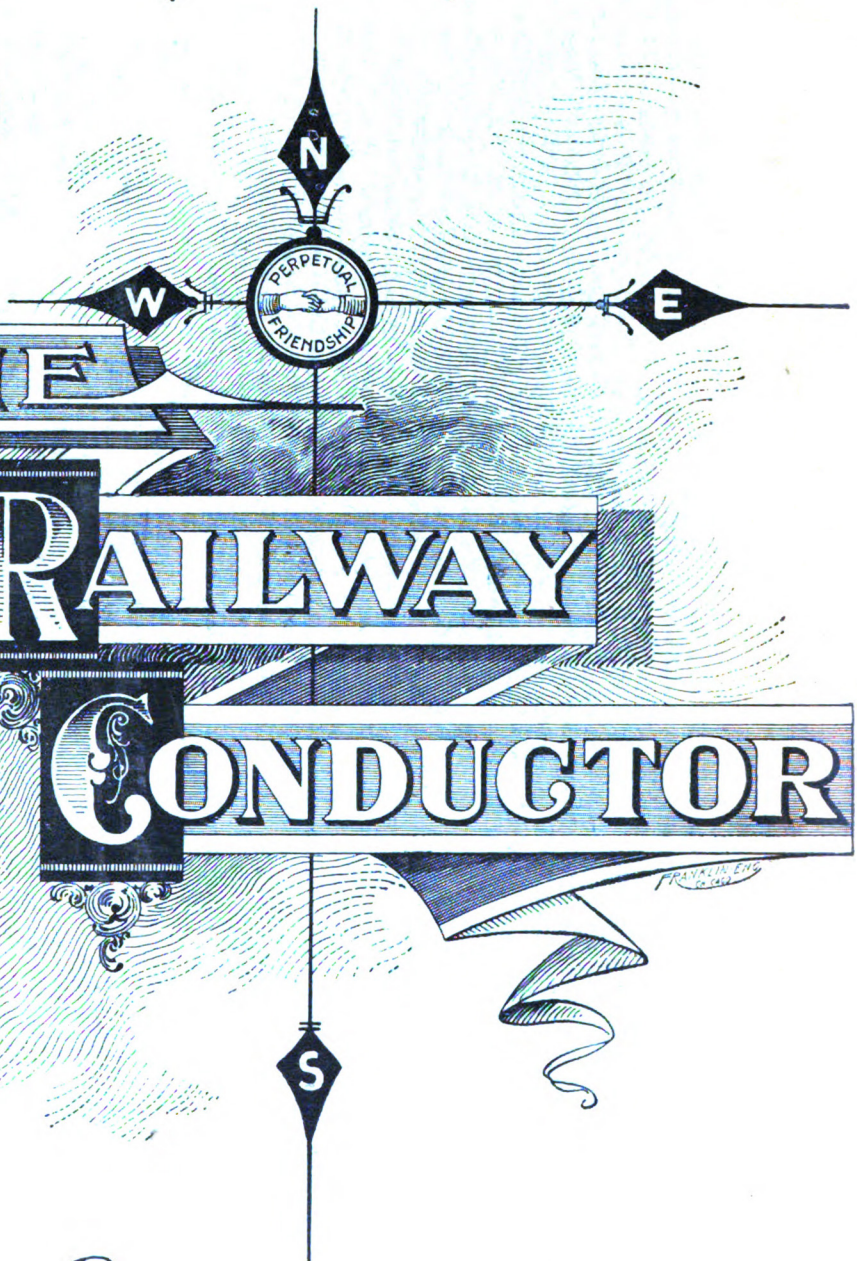
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CONTRIBUTED.

THE LIMITS OF CORPORATE RIGHT.

BY W. P. BORLAND.

In his very interesting work, "The English People in Its Three Homes," the historian, Freeman, says:

"When Augustus vainly called on Varus to give back the legions which had fallen beneath the Cheruscan sword, he was mourning for an event but for which we could never have stood here as we now stand. But for that memorable day in the childhood of our people, neither the league of the Hansa, nor the Union of Utrecht, neither the Great Charter of England nor the Federal Constitution of America, could ever have had a place on the page of history."

This assertion, although it may seem extravagant because of its broadness, probably states the truth. It is by such comparatively trifling events that the fate of nations is decided. Had Charles Martel not defeated the army of Abdur Rahman at the battle of Poitiers, we should probably now be Mohammedans instead of Christians. Had the Germanic warriors, under the lead of Arminius, not annihilated the legions of Varus in the dark shades of the Teutoburger Forest, Roman despotism would have prevailed over Teutonic freedom, and the history of the Roman Empire and the human race would probably have been written far different than it has been; and Mr. Freeman's assertion well illustrates the constant conflict which has been going on for long centuries between the two major influences that have modified our civilization—the Teutonic and the Roman.

The history of the Anglo-Saxon race is one long

record of conflict with Roman influences and institutions. So far as the Roman influences have prevailed, freedom has declined; so far as those influences have been overcome by the Teutonic instinct of freedom, liberty has prevailed; and whatever progress we have yet made in the direction of right civilization has been the result. Whatever of freedom we enjoy, or have heretofore enjoyed, has been derived from the old Teutonic instinct; and wherever despotism has crossed our path, causing the light of freedom to be either hidden or extinguished, it has been because the Roman influence has gained the ascendancy.

Political liberty is our heritage from the Teutonic race. The highest and purest form of democracy which Americans have yet enjoyed, the New England town meeting, is handed down directly from our Teutonic ancestors; and the principle underlying democracy, the principle of personal independence, the idea of rights inherent in the individual, instead of rights derived from the state or society of which the individual is a part, is a Teutonic heritage.

Our heritage from Rome is our property system and those principles of jurisprudence intended to conserve it; and one of the expressions of that system, at present the most important, because exerting the most direct formative influence upon our political institutions, is the corporation. The corporation is distinctly a Roman invention; it has been handed down to us practically unchanged in its essential features from the days of Numa; and in adopting it as a device for further-

ing industry, we have so far succumbed to the Roman influence. Its development has been logical with its constitution, and it to-day confronts us as a serious menace to the further progress of the republican idea. Through its influence the century's long antagonism reappears upon the American continent. The legions of Varus and the warriors of Arminius again confront each other for a decisive conflict, as they did aforetime in the primeval forests of old Germany. It is again a struggle between liberty and despotism. Which shall prevail? Is there enough of that old Teutonic instinct remaining in this people, enough of that jealousy for the preservation of their *free doom* which nerved the arms of the warriors of Arminius, to enable them to again annihilate the legions of Varus?

The corporation came into being under circumstances that were anything but republican, and it has, from time to time, been invested with powers and attributes alike un-republican. The corporation was an important feature of the Roman administrative system; corporations were created, and existed for the express purpose of performing governmental functions, but, although they claimed and exercised great power, it followed, from the necessities of their environment, that they never exercised any greater power than that possessed by their creator, and they always remained in strict subjection to the government; a fact which cannot be stated with reference to their modern prototypes.

All of the enormous public works of the empire, such as temples and other buildings, aqueducts, and those admirable roads, bridges and other works which, not only in Italy and the East, but throughout Spain, Gaul, Germany, England and the north of Africa, remain as monuments of Roman civilization, were constructed by the corporations. Besides the execution of its public works, the government also entrusted the collection of its revenues to corporations. Certain of the corporations were required to deliver annually, at the port of Ostia, the great entrepot of Rome, the revenues derived from the public domain, which were immense; indeed, all commerce and industry was under the direction and control of corporations, and each corporation was held responsible for the collection of the tax appertaining to its specialty. There were corporations charged with the duty of supplying Rome with provisions; others took care of the edifices; others armed the soldiers; others clothed them; others supplied the interior and domestic wants of the city; and so on throughout the entire range of commerce and industry. In short, the Roman corporations were strictly instruments of the ad-

ministration, if not, indeed, even a part of the administration itself. They attained great power and importance, but they always remained subject to the will of the emperor, and were always held strictly responsible for the performance of their public duties. Thus, in the latter days, when the empire had well entered on the period of its decline and was hastening towards its fall, it became impossible for the corporations which were charged with that duty to collect the enormous revenue required to maintain the luxurious extravagances of the corrupt court from the all but completely exhausted provinces; and when this occurred it was customary with the emperors to confiscate enough of the property of the corporations to make up the deficiency. Between the corporations and the government, then, as was natural, it became mighty hard sledding for the people; but the corporations, in their relations with the people, never exercised power over them which the government itself might not exercise. Government right was the limit of corporate right.

After the fall of the empire, in the thirteenth century, the corporation again appeared on an extended scale as a device for furthering industry, in the famous Hanseatic League. From the first this league assumed and exercised undisputed governmental powers; it was long the undisputed mistress of the Baltic and German Ocean; it created new centres of trade and commerce in various parts of northern Europe, and contributed to the expansion of agriculture and other industrial arts by opening up new channels of communication by means of canals and roads, with which it connected together the members of its association. The league had a regular system of taxation and finance for the purpose of supporting ships and armies; the greatest powers of Europe dreaded its hostility and sought its alliance; and many of the powerful sovereigns of the middle ages were indebted to it for substantial favors. Thus, the Hansards furnished Edward III, of England, the money with which to redeem the regalia and coronation jewels of the queen, which he had pledged to the Cologne money lenders. The Hansards also loaned him large sums of money for the purpose of defraying the cost of his French wars. But eventually, and undoubtedly because of the difference between the organic structure of the feudal governments of the Middle Ages and that of Rome, there arose fierce antagonism between the corporation of the Hansa and the governments within whose territories it carried on its operations. Instead of remaining subject to the civil power, or at the most, exercising power

no more than co-extensive with it, as had the corporations of Rome, the Hansards gradually arrogated to themselves the exercise of acts of sovereignty and judicial power which were incompatible with the supremacy of the rulers in whose states they were enforced. They began to dictate policies for the different rulers, and to enforce their observance against the will of those rulers. They even went so far as to say who, and who not, should rule. They waged successful war against Kings Eric and Hakon, of Norway, and forced those monarchs into subjection to their will, and also King Waldemar III, of Denmark; and they deposed King Magnus, of Sweden, and bestowed his crown upon Duke Albert, of Mecklenburg. The antagonism finally became so great, that, had it not been for the discovery of America and of a new sea route to India, thus giving an entirely different direction to the trade of Europe at a time when the Hansards were exercising their greatest power, it would undoubtedly have come to a conflict of arms between the allied sovereigns of Europe on the one side and the League on the other. Had such an event occurred, the issue could not have been doubtful; the Roman influence, the corporation, would undoubtedly have prevailed. The philosopher may find some enjoyment in occupying himself with speculations as to what the future of civilization might then have been. Even at as late a date as 1598, at which time, under the altered conditions of commerce, the strength of the League had vastly declined, its obstinate pertinacity in insisting upon the maintenance of its old prerogatives in England, induced Queen Elizabeth to dispatch a fleet under Drake and Norris to seize its ships, of which sixty-one were captured, and at the same time the Hansards were banished from their factory in London.

The Hansa, as have our more modern corporations, undoubtedly performed considerable service in the interests of civilization. It was of great use in developing industrialism as an offset to militancy. But the antagonism developed clearly taught the lesson which we have yet, apparently, to learn, that in order to preserve a particular form or a certain principle of government, corporate right must be strictly circumscribed and limited by government right; that the very most that can be conceded to a corporation is the exercise of power no more than co-ordinate with that of government. The question for the American people to decide, is, have they reached a point where they are willing to concede more than this? Have they reached a point where they are willing to sacrifice their

principles of government for the convenience, and at the dictation, of corporate interests?

As a device for developing and furthering industry for the public benefit—the only basis upon which, in legal principle, the *quasi-public* corporation rests—the corporation must be regarded as a political solecism. It exercises functions that belong strictly to the government; and in a republic, where all governmental functions are either executed or controlled by the people acting through their delegates, it steps between the people and their delegates and carries on its operations without proper regard for either; it is an extra governmental force; a piece of extra-legal governmental machinery. It is extra-legal because its constitution and methods of operation are essentially un-republican, and its logical development is thus out of harmony with the force which creates it. The corporation is substantially a perpetuity. Although by legal fiction it acts as an individual, unlike an individual, its death cannot be certainly predicted. In railway corporations, for instance, the deaths among the shareholders, the deaths or removals among the officers, and the transfers of stock as they are constantly occurring on the market, make but little difference in the policy and conduct of the company. It moves without material change on account of any of these incidents. Its movement is, therefore, continuous, and its life is practically unmeasured by any definite time. There is no obligation of responsibility for the acts of the corporation resting upon any of the individual shareholders. The owners' liability is extremely limited. However bankrupt the corporation may become, the individuals composing it generally suffer only to the extent of losing their shares, and whatever aggressions against civil and political rights the corporation may commit, the owners are not responsible. Let the corporation become indebted beyond its assets, no matter to what extent, and the loss falls on others besides the owners or managers who create that loss. In all these circumstances there is a separation of power from responsibility for the use, or misuse of that power, which is essentially at variance with the republican idea. There is a certain disavowance of control from ownership which ought not to occur. The real owners, the shareholders, are widely scattered, not only throughout this country, but also, in many cases, throughout Europe. They have generally very little to say about the policy and conduct of the company; and their only real interest in its management is the interest they have in having it so managed as not to interfere with the payment of their regular dividends. It will readily be perceived that there

are liable to occur times in the life of a corporation dealing with vast industrial interests upon which thousands, and, perhaps, millions of citizens are intimately dependent for their livelihood, when this private interest in the payment of dividends comes in conflict with the larger public interest which the government has in preserving the political rights and liberties of the larger number of dependent citizens, or, rather, of all citizens alike; and it becomes a question for government to decide, as to whether the few who manipulate markets, the speculators, the bulls and bears of the stock exchange, the migratory owners of corporation stock, or the great public of whose rights it is the custodian, shall receive the higher consideration in the application of regulating principles to corporations. It is to this private object, the furnishing of dividends to the shareholders, that the management of corporations, both private and *quasi* public, is subordinated; and it is to this private relation of the corporation with its shareholders, erroneously placing private and *quasi* public corporations in the same category, and virtually ignoring the larger public relation which exists between the *quasi* public corporation and its creator, the government, *the people*, that our court decisions have been hitherto mainly confined.

This erroneous judicial construction has been the cause of many evils. It has resulted in the condition that the corporation, by reason of its peculiar and highly artificial constitution, and because of its necessary exercise of governmental power over the people, has been enabled to exceed, and has exceeded the limits of its right—the right of the government which creates it.

There are both private and public corporations. By the distinction, as it is generally recognized, public corporations are those which have been made a part of the political or municipal machinery of the government. All others are placed in the private category, so far as the application of legal principles to them is concerned. The relation which the managers of the public corporation bear to the creators of that corporation, is, in well recognized legal principle, essentially a relation of trust. Municipal officers hold and exercise their powers in trust for the people, and the conditions of that trust require that the equal political rights of citizens shall be recognized and maintained. Any exercise of power by an officer of a municipality whereby any citizen is deprived of his guaranteed political rights is a violation of trust. There is adequate legal process for the enforcement of this relation.

On the other hand, the officers and managers of the private corporation are regarded as hold-

ing its property in trust for the owners, the shareholders. The relation of the officers and managers to the owners is essentially and necessarily one of trust, and it is so recognized in law. The managers of the property, with an eye single to the interests of the owners, are supposed to hold and manage such property strictly as a trust for the benefit of those owners. There is also adequate legal process provided for the enforcement of this private trust relation.

There is no indefiniteness about either of these relations. The sufferer from violation of either the public or the private trust knows his remedy, and the machinery is provided for the punishment of the violator. The remedy is not uncertain; it does not depend on subtle and fine drawn distinctions resident in the judicial mind; *it is there in the law*, to be known and understood by all men.

But where is the middle principle? Where is the definite principle to be applied in the treatment of the *quasi*-public corporation?

There is naught but an anarchy of opinion in the judicial mind as to whether this anomalous structure shall be treated in its public or its private trust relation, and according as the judicial opinion inclines one way or the other the political rights of citizens are either afforded a measure of protection or suffered to be invaded.

There seems to be a sort of haze before the judicial vision which prevents it from seeing the *quasi*-public corporation in its true relation with the people, and our courts continue to apply the law of private trust to those artificial bodies to the detriment, ay, to the utter destruction of the political and industrial rights of citizens of the republic.

Obviously, the nature of a thing is not changed by calling it something other than it is; a spade may be called by another name, but it still remains an instrument for digging in the ground; and the public and political power exercised by the *quasi*-public corporation is not disguised nor obliterated by treating it as though it were merely exercising a private power. The condition, and the facts springing out of the condition are in no wise altered by the dictum of the judge on the bench.

When we examine the modern railway corporation, or such institutions as the Standard Oil or Sugar Trust, for instance, we cannot fail to see that they employ powers which directly affect the public, and the personal liberty and political right of every individual member of the public. In the course of their administration this cannot be otherwise, and such institutions cannot properly fall under the legal distinction of private

trust, cannot safely be treated as private bodies exercising their power for the benefit of a lot of merely private owners. Their necessary powers, granted by the government, enable them to interfere with the private rights and individual freedom of citizens, and to ally themselves with certain citizens and interests to the detriment of the guaranteed rights of other citizens and interests. It is an abuse of terms to call a power which is accompanied with such consequences a private power. The power is essentially public and political, and it ought to be surrounded by the same guards for its exercise in the interests of the public as is the power exercised by the logically recognized public corporation.

According to democratic theory, the preservation of the equal political rights of citizens is of far greater importance than any convenience which a corporation can confer; the preservation of these rights is the paramount consideration of the governmental compact; government exists for this and for this only; it has no power to commit an invasion itself, and it cannot permit any invasion whatever by its own creatures or the creatures of others.

From the side of the government, when a franchise is granted to a corporation for the purpose of carrying on a *quasi*-public business, it is done solely for the furtherance of the public convenience. The people's representatives, as delegated guardians of the public right, are assumed to surround the grant with such strict limitations that the powers granted shall not, and cannot, be used in any other way except for the furtherance of such public convenience. The grant is not made to the individuals as favorites of the government, but solely because they are willing to engage in an industry of a public character, the direct management of which the government does not wish to undertake itself. The persons receiving the franchise do not thereby become the absolute owners of any public or *quasi*-public right; they still remain citizens having no more than equal public rights with all other citizens; their proper ownership is not in the franchise, but is strictly confined to the capital and the mechanical means which they employ. The franchise is merely a privilege granted for the employment of those means; its proper ownership always remains with the government, the people; and the grantee holds it from the delegated representatives of the people merely as the custodian of a public right. When the necessary power that accompanies it is turned to private uses, and is regarded as a private power by our courts, the declared purpose of a republican government is not fulfilled, and our institutions are perverted to

improper uses. A corporation lives by permission, and only by permission, to serve the people and to further industry for the public convenience, and any act which disturbs in any way the equality of such service, or trenches upon the equal political right of citizens, is a usurpation of power.

Now, we may concretely illustrate the principle of necessary limitation of corporate right, by the case of the Reading Trainmen, recently decided by Judge Dallas. In this case the judge treats the corporation wholly in its private aspect; the private trust relation of the receivers is alone considered; the larger public relation which they bear to the owners of the franchise, the people, by reason of their exercise of powers granted by that franchise, is entirely ignored.

Could the government say to the humblest citizen of the republic, "You must renounce your membership in a perfectly legal association," (the Brotherhood of Trainmen, for instance), "as a condition of freely applying your industry to the satisfaction of your wants, on any industry controlled by the government?" Could it thus trench upon the rights of its individual units? Could it ostracize or punish any one of them for the commission of an act not recognized and defined as unlawful? Hardly. Can it permit one of its creatures, a corporation, in the exercise of a public duty for the public convenience, to do this thing which it itself may not do? Hardly, again, unless republican principles have lost their force, and we are to be governed by an oligarchy or an autocracy. But, in theory, that has not occurred yet. We are still living under republican forms, and it is the duty of all administrative officers to bring all the institutions of government into compliance with those forms; and into observance of those principles. The question for Judge Dallas to decide was not, will the interests of the stockholders best be served, the maintenance of the private trust relation between the receivers and the stockholders best be furthered by the enforcement of this order; but will the enforcement of this order trench upon those larger political rights which the government is bound to protect and maintain, and which the holders of the franchise are, for the time being, the custodians of? In the eye of the government the necessities of the private trust must give way to the necessities of the infinitely larger and more important public trust, wherever and whenever the two come in conflict; and it is very easy to correctly answer such a question as Judge Dallas properly had before him by remembering that the government cannot delegate powers which it does not possess; cannot permit one of its own

creatures to exercise power over the rights and liberties of citizens which it itself may not exercise; by remembering that the utmost limit of corporate right is government right. If the furtherance of industry by corporate methods cannot be but by the sacrifice of republican principles, then the corporation must give way, not the people's government.

The concluding sentence of Judge Dallas' opinion betrays in him an utter lack of apprehension of the high duties of his office and an entire absence of those qualities which should be possessed by a judge of equity in a republican country. I say "republican country" advisedly, for the principles of equity are not, as is erroneously taught, universally applicable; but must conform to the principles of government in each country by itself, whenever the recognized political rights of citizens are affected by the application of those principles. Rules of equity which might well be applied in Russia, for example, could not be applied in congruity with the form of government in America.

"I have no hesitation," said the judge, "in relying on them (the receivers) to deal fairly and discriminatingly with any case which may reasonably call for peculiar consideration."

This is turning over the personal and political rights, which the government is bound to protect, to a corporation exercising public power for a private purpose, with a vengeance.

Does the judge not know that there can properly arise no case which the receivers are competent to deal with in their public capacity, that may reasonably call for "peculiar consideration?" Does he not know that in the broad public view

all citizens are to be treated alike, and that "peculiar consideration" shown to one, or to many, by the government, or any of its institutions exercising governmental powers, is an invasion of the political rights of others? Does he not know that it was this broad public aspect of the case that it was *his* duty to decide upon? That *he*, in his capacity as an officer of the government, as a guardian of the public right, was the one to see that that right should be properly protected, and not the receivers in their capacity as mere custodians of a private trust and private employers of labor? If he does not know, it is high time he learned these things.

It is the right of citizens of this republic to belong, or not to belong, to any lawful association as they see fit. They are not to be ostracized by government or any of its institutions for exercising this right.

It is the right of a private employer of labor to say whom, and whom not, he shall employ, and he may discriminate against the members of a particular association without breaking anything more than the moral law. But a public employer, one carrying on industry wholly under the conditions of a privilege granted by the government, and exercising governmental powers over the fortunes of the people, may not discriminate further than his necessary public powers permit him to go. He may establish no standard other than that of competency or legality as a condition of employment. The limits of corporate right is government right. That is a principle which must be recognized; and as long as this government is to be a republican one, corporate methods must be made to conform to republican principles.

POPULAR GOVERNMENT.

BY JOSE GROS.

Self-examination is, no doubt, a very good habit of life for every one of us in all our personal relations and individual activities. The same applies to all our duties as citizens of nations, and hence to the political system we may have evolved or inherited from our predecessors.

That is particularly the case in periods like the present one, when everything around seems to work in forms very unsatisfactory to most of us. Under such conditions it behooves all thinking men to study the situation. To merely blame this or that political party is not enough. To simply pile up hard epithets against this or that set of politicians, will not in the least improve the situation. Political evils must inevitably be the re-

sult of wrong political systems. And if the two old parties, or only one of them, is very bad, and if the two sets of politicians, or but one of them, is very unreliable, dishonest or incapable, all that must be the result of something radically wrong in our political institutions. What else can it be? We can have no effects without a cause, and only like produces like, as we all know.

We of course refer to old political parties with large numbers of voters for long periods attached to them. This very attachment to party lines means narrow and perverted political conceptions ingrained in the minds of the people by our whole national existence, and the defective trend of our old institutions. It means a petrification of

thought fatal to a proper discrimination between truth and error, between right and wrong. Healthy minds are naturally independent and subject to change for the better. They are more attached to principles than to this or that group of men. They are in search of high ideals, and care mighty little for power invested upon themselves or any of their friends, much less for the triumph of any clique, political or otherwise.

Take now those two words, *popular government*, the apparent central thought of our whole political system. Those two words should mean government for the people's good, for the good of all. Public good is essentially antagonistic of party petrification, naturally opposed to all partisanship spirit, to all party fanaticism, we mean. Yet, we have not had much of anything else in the course of our national development. Evidently our government has been far from popular. It has been more oligarchic than anything else, all along from its very inception, even if masked with a strong tincture of the popular element, not enough for fundamental good, but more than sufficient for evil in its most fatal developments to the people at large. Because that tincture has divided the people in two large phalanges, and killed all that altruistic spirit without which popular government is a mere farce, the best playground for powerful oligarchies to grow and control everything in the life of the nation; just what has taken place among us with the greatest intensity possible, in the last thirty years most especially, and long before that, even if not quite as much; because, if not suppressed, evils are bound to grow in proportion as population and wealth grow. It has always been so. It shall forever be so. It is the very logic of men trying to play with evil instead of exterminating it, root and branch.

We spoke of absence of altruistic feeling among ourselves as a proof of political institutions far from popular, even if called so. Perhaps we should trace that absence, and hence our political blunders, to religious teachings far from sufficiently broad to evolve altruistic sentiments among men. Because from nothing nothing comes, and from a little only a little can come. Hence all evil in social and political conditions must arise from our petty religious systems, with far more sentiment than sense of duty, with considerable displays of charity and a constant war to the knife against all social righteousness, forever silently or openly working to perpetuate hate between nations and sections and classes and sects, constantly overlooking the action of divine law, while diffusing respect for human laws, no matter how vile they may be, thus converting all

Christian nations into vast gambling dens by which the wealth of most of the workers glides off through their fingers into the hands of the few.

We all have heard or read that beautiful utterance from the master mind of Christ: "And the cares of this world, and the deceitfulness of riches, and the lusts of other things entering in, choke the word, and it becomes unfruitful." And Christ's teaching becomes negative, and nations wallow in iniquity and sin. Is not that verse a recapitulation of human history so far? Does it not embody a grand fulmination against the wrong laws of all human legislators, because of the wrong teachings of the churches of men? We don't see how that conclusion can be escaped, unless we want to blame the founder of Christianity instead of his followers, the Divine Legislator rather than the top men, who have always legislated in defiance of God's laws, and also, more or less, everybody with power enough to influence legislation for good and neglecting so to do.

Clemenceau, the leader of the French radicals, has said: "With arms folded, eyes closed, mouth tightly shut, we slide on the slope of revolution." That may be applicable to our own republic and to all modern civilizations, for all we know about what the future has in store for us. Yet, it is not necessary that it should be so. God's revelations are among us, by which we can remodel the life of nations from the bottom and forever. Our readers know to what we refer.

But let us return to our deplorable and so-called popular institutions. One of the most incontestable facts on the subject is the political corruption of our large cities, in opposition to the relatively healthy conditions of many among the leading European nations with all their effete monarchies or republics. Even that well known writer, Washington Gladden, far from a radical, is forced to confess in *The New York Century* for November of last year, that "*the wealthy men in the European cities are to be commiserated because they are not getting rich nearly so fast as our own plutocrats, as the former don't know anything about organizing real estate booms and continental combines, and have much less time and money to spend upon their own diversions.*" All that, we add, is but acknowledging that the wealthy American classes are far more selfish and degraded than those of Europe, possess less sense of duty to God and humanity. Also that our laws are more immoral, more oligarchic, in our so-called popular government, than among the aristocratic nations on the other side of the Atlantic.

In order to be logical we should now connect

the above facts with the well known one that our wealthy classes are the great supporters of our American churches, the so called religious people. What is the inexorable conclusion springing up from that connection? Low, poor, mean Christian teachings, lower still, it seems, than those of the churches in the old nations. If our conclusion is wrong let us know it. We shall be glad enough to abandon it. We don't like it in the least. Our readers can be sure of that. But let us remember that we started this article with the conception of a self-examination applied to our national development, and we must try to be faithful in our task. The social status of each nation must approximately correspond to the religious one, as the verse from Christ we have mentioned seems to fully emphasize. If so, we have reached the bottom of all our political corruption in cities, states and nation.

A last touch is needed in our self-examination or analysis of national life. From the churches of men and the classes so intimately connected in this country of ours, we must descend to the working masses in the fields and the cities, to the people at large. If we want a healthy nation, with healthy laws, diffusing joy and prosperity among the wealth producers, then we must not allow the classes to legislate according to their selfish ideas of life. Our religion must then rise

above all petty sectarian sentimentalism and into those broad fields of equal justice and equal freedom for all the children of men. We must, then, carry our religion into politics, into public good. We must, then, pull down all political machines, repudiate all political bosses, and vivify all our enactments with the brilliant truth of moral law, the eternal enemy of all monopoly. We, the people, must convert the churches of the classes into the Church of Christ, universal in its aims, applicable to all human activities and all duties, not only the personal ones, but those of citizenship.

It is pretty self-evident that the Christian nation cannot exist without the Christian citizen. Hence the need of every citizen being a real, honest politician, accepting parties as mere incidents, but always on the look-out for honest laws tending to universal good results. Then and only then shall we have a real popular government, instead of the oligarchic one with which we have always been afflicted, and is rapidly destroying our republic! And what applies to us applies also to every other Caucasian nation on both sides of the Atlantic and Pacific. No human system, *in itself*, can save us, as long as we don't carry our Christian principles into the life of the nation. Hence the need of every one of us rising far, very far, above the Christianity of the churches, into that of the Christ once on earth and now yonder, in His throne of glory!

THE SINGLE TAX DELUSION.

BY W. C. B. RANDOLPH.

The mountain of industrial discontent labored and brought forth a mouse, and its name is called the single tax. The writer is not one among those pebble hearted, bat-like creatures who are satisfied with the existing state of affairs, but he believes that as a remedy, the single tax is *singularly* incompetent. Henry George has written a great many good things, but the idea of a solitary impost on land as a means of breaking up monopoly is the colossal politico-economic joke of the age. The single tax program is, break up land monopoly and thus throw off the evils attending production and distribution. As a means of pacifying the farmers who fear they would have to bear a greater burden under a single tax regime than they do now, the single taxer tells them that, on the whole, their tax would not be raised. The idea, then, is that the single tax, distributed evenly all around, would be light on each individual. The cumbersome machinery, they say, now in use for collecting taxes, would be done away with, and the single tax being simpler in form

and easier collected, would need a much smaller tax levy. Granted; then, could not the bonanza farmer go on paying this single tax without being in the least disturbed as a monopolist. The single taxer, by the way, is an anti-monopolist only where the monopolist fails to ante up. It is very wicked to monopolize anything until you pay. Sort of a high license system, so to speak.

"But," says the Georgeite, "competition between land users, bidding on the land would force each to pay the entire use value to the community in rent." We take a square issue on this assertion. There is a wheel in someone's head. Large tracts of land upon which machinery of immense value is used, can only be paid for by large capitalists, no one else can command the facilities for farming them. The owner of one team of horses and a walking plow cannot come any nearer over-bidding the bonanza farmer than can a country blacksmith out-bid Carnegie in the manufacture of armor plate. Now, since only a few men can compete for the land, they

get themselves together in a meeting, agree to bid only so much. How much? Whatever suits their purposes best. Most natural thing in the world for them to do under the circumstances. They do it because it is to their interest and because there would be no law against them doing it, and also, for the reason that there is nothing in the nature of the single tax, *per se*, to mitigate against it. Well, then, after they have done this we find that competition is assassinated.

Parallel cases: In the south the writer heard the proceedings in a meeting of cotton buyers. One man says, "moved you, Mr. President, that the bid for to-morrow be from seven to nine cents." The to-morrow's cotton sold for from seven to nine cents! Broom-corn buyers in Illinois play the farmers the same merry game at this very minute.

Of all the criticism that the single tax justly merits, in no other one way do its advocates exhibit their astounding incompetency than to depend on "free competition" to even up anything. I will guarantee to take a sentence constructed by a single taxer, in which the phrase "free competition" occurs, and substitute the first word at the top of any page of any dictionary and make just as much sense out of it. The two words, "free" and "competition," fit together like these: "sober drunkard," "truthful liar," "honest thief," etc. The single taxer lays all the blame of our present evil plight on the absence of free competition, and asserts, with a lack of information, that, to the initiated, is a source of amusement, that our paternal government is the cause of all monopoly. Because we have monopoly and a bad form of government simultaneously, is no reason to claim that the first is the cause of the second.

Take, for example, the railroads. If the government is guilty of creating any monopoly, it is certainly that of transportation. Now, see; the first few roads were built by private capital. They competed with each other. There was no law for or against their construction or management, and so we have a state of "free competition." Build another private road and you have more competition. Proposition: The greater the number of roads separately owned, the greater the competition. We all seek for a good thing for ourselves. Who seeks for competition for himself? Moral: Competition between me and Jones is good for somebody else, but not for me and Jones. How is it good for somebody else? Because they get what I and Jones had—if we compete long enough. In no way has the government interfered to prevent free competition between railroads. The only

way in which the government could have diminished the freedom of competition would have been to debar or make difficult the building and operation of more roads. No such thing was ever done. On the contrary, the government has aided in increasing the number of roads. This is in the direction of making free competition more free, as it gives more competition. Now, the absurdities attending the use of the words "free competition" are apparent. "But," exclaims Mr. Single Taxer, "you must not overlook facts. Have not the strongest roads been built by the government and presented to certain private citizens, and in doing so, has it not discriminated against all other private citizens and so created the railroad monopoly?" We answer that the part the government has played in railroad building, while not commendable, is not at all the central cause of monopoly. The government has simply given, (wrongfully, of course,) in advance to private parties, that which they would have accumulated later on from their own profits, and with which these same roads would have been built, solely as private enterprises.

Aggregation of capital is the cause of monopoly, entirely regardless of whether that capital is the property of an individual, company or state. Why does not some man build a transcontinental railroad now? Because the government won't let him? No. Because there is no profit in the railroad business? No. Only because no man has capital enough to do it, or he dare not meet the hostility of the roads already built. What stops competition then? The government? No. Nothing but a lack of capital on the one hand and an aggregation of it already invested on the other. The government did not assist the Standard Oil Company, nor did it hinder it.

It's a big monopoly, though. Law is not the cause of monopoly, nor can it ever effectually prevent it. Pass a law against it, and commercial kings will either defiantly ignore it or secretly fix their own prices. It is impossible for the law to prevent men from agreeing among themselves—and that is all a monopoly does. Monopoly comes about in this way: five men competing in business; one gets a snap in buying and undersells the others; the others, of course, lose custom; one of them retaliates with a further cut, and so a war is on; they fight awhile and then come to their senses, call a meeting, agree on a price—higher than ever before; the war is over and prosperity smiles. What did they do? Eliminated "free" competition and hatched a monopoly. Anybody else coming in to compete with them is "frozen" out of town or into the combine. Practical illustrations in every town in the coun-

try. Organization of capital will take place where there is absolutely no law. It is in the economy of nature, and can no more be avoided than the law of gravity. Nor is it any more dangerous if it is rightly understood and applied. Competition starts free, but by its own inherent nature, calls its own unto itself, and its character of freedom, so-called, disappears. This it does of itself from within, and not in any wise because of any man-made law. Free traders want to abolish high tariff to break up monopoly. They do not see that in doing away with the present form of monopoly, they prepare the way by the breaking up of national barriers for an international monopoly. Competition, by the very nature of the case, can never remain even or "free." The strong and shrewd MUST WIN. There can be no doubt about it. What a show of fairness is wasted by the single taxer when he says: "Just give everyone exactly the same chance in the race—free competition and all will be serene for evermore." Imagine a dinner basket at a distance of a mile, and three hungry people, one base ball player, one crippled man, one little girl, to "freely" compete for it. Now start even. (Free access to natural bounties). No law at all, nothing in the way—"all of you go in and win." Who gets the dinner, all of them? Impossible. "But," says Mr. Single Tax, "there is enough for all. Your illustration is at fault." We answer that it makes but little difference, as the one who is able to get the dinner will gather around him the means of exploiting nature, and using those means against bare hand labor, no one can successfully race with him. Modern version of the dog in the manger. Free competition has a remarkable habit of committing suicide at the precise moment it is needed. To depend upon it is like trying to light the world with the quickly vanishing spark. Competition is not good for competitors, but that which comes out of it—combination—is. How long, then, will

competitors voluntarily compete? The last and permanent stage of competitive industry is a world wide trust, enormously advantageous to those within and death dealing to those without. Phenomena: millions of people, including poets, philosophers, painters, in short, the highest evolution of intellect and culture, together with the vast mass of mankind, entirely at the mercy (they have no mercy) of a few industrial despots who have developed the faculty of acquisition! This condition is not overdrawn, and is the logical outcome of the "free competition—start fair" idea. Now that we have seen a little distance into this tangled mess of single tax contradictions and imbecilities, we may go back to the bonanza farmers of the west and say: "Fix your own tax rates and call it 'free competition,'" Whereat they sling up their hands and shout: "Hurrah! Great reform—tax assessor abolished." Now, single tax consistency, follow up your achievement and let the criminal try his own case, announce his own verdict and administer his own punishment! Space is failing, but one word more: a mining company takes claim, sets up a million dollar plant. Poor man takes claim on opposite hill. Conditions: free competition, free access to natural opportunities. Plenty of capital and large machinery for one, and nothing for the other. Result: millionaire company turns trillions, poor man turns hobo. Did not tax trillions' land enough, you say? Why, "free competition" determines that. What was the tax on hobo's land opposite? Nothing; he didn't work it. Where there is no cultivation, there can be no "margin." What, then, would be trillionaire's tax? Next to nothing!

You see, Mr. S. T., the trillionaire already possessed enough "unearned increment" to give him superior advantages, and you may apply a single and double and redoubled tax after that, and he will flourish and increase indefinitely his "increment," and grow more and more monopolistic.

SUFFICIENCY OF SINGLE TAX.

BY EDW. J. SHRIVER.

In my letter to the October number I had occasion to comment casually on the criticism so often made on the single tax, and only the month before used in THE CONDUCTOR by Mr. W. H. Stuart, that a tax on land values alone would not be sufficient for the needs of public revenue, and especially when it is considered that the system would destroy the present speculative values. The answer to this criticism then presented itself to me in the purely abstract form that inasmuch as *relative* competition for land must always be as eager as now, and as the most im-

mediate and inevitable effect of the single tax would be to increase production by bringing into use land of high capacity now held idle; therefore, "the resultant of that competition, calculated for a smaller difference, but as a total production larger in exact proportion as the difference is reduced, must necessarily show, at least, equal figures of rental values." Not satisfied with the abstract statement, however, I have endeavored to work out a suppositious case, founded as nearly as possible on existing conditions.

We will assume the existence of a tract of land consisting of five parcels, with varying degrees of capacity for the production of wealth, and that all the land lying about it is free to use and of absolutely uniform quality, a given amount of labor upon any portion of it of equal size to the plots in the special tract under consideration, producing, say, \$350 a year. We will further assume that one of our parcels, designated as A, is of the same productive capacity as any of the outside plots, that the next above in grade, called B, will produce \$1,700 a year; the next, C, \$1,850; the next, D, \$2,450; and the highest, E, \$2,750. All these figures being adopted for purposes of easy calculation.

The owner of A will then clearly be able to obtain no rent for the privilege of its use; because no one can get a greater return for it than from any of the outside free land. But the owner, or owners, of B command a rental of \$1,350, of C \$1,500, of D \$2,100 and of E \$2,400. So much is doubtless undisputed. Going a little farther into our illustration, we can imagine that the tract comprised in these five parcels is the only land in that vicinity where any public revenue is required; its occupants forming the only organized community in those parts; and we will then have a fair analogy to the position of any city in relation to the surrounding rural districts, simplified and reduced of course, to an extreme degree.

Following out this analogy again, under the existing speculative system, a portion of the land, probably equal to two out of the five parcels, would be held in idleness awaiting future demand; and to get more directly at the point raised by Mr. Stuart, we can go on the theory that there are not yet enough people in this imaginary community to actually need more than three parcels. Under natural conditions, it would then be A and B which would lie idle; but under speculative conditions it would more probably be neither the best nor the worst, but those at intermediate points in the scale, say B and D. If we accept the ratios prevailing in New York, which are, no doubt, near an average, we would find the needed revenue raised by a levy upon both land and improvements, assessed on a basis of about 60 per cent of the actual value of the used and improved land and its improvements, and of about 30 per cent of that which was idle; and at a tax rate of about 2 per cent on that valuation. A, having no rental value, would have no selling value except a speculative one; and this may be eliminated from our calculations, as it would merely affect ratios and not present results.

The natural capacity of the land *in use* would

then be \$350 a year on A, \$1,850 on C and \$2,750 on E; or \$4,950 in all. But this natural capacity would at once be increased by employing improvements as soon as the parcels came into use at all, and for these the occupants would pay rent which would really be interest, to either themselves, or others as landlords. The natural tendency being that improvements will be made to an extent bearing a definite relation to the productive capacity of the land, we would find very little of this nature on A, much more on C and still more on E. Capitalizing the *normal* productive capacity at 6 per cent, C ought to sell for \$2,500, that being the lowest grade for which there was a nominal demand; since this would be the figure on which 6 per cent would produce \$150, the difference in annual capacity between it and the next grade below it. On the same basis, D would sell for \$12,500 and E for \$17,500.

But the speculative withholding of B and D would establish a new basis, since A would then become the standard of measurement instead of B; and we would find the following:

A,	being worth	no rental,	would sell for nothing.
B,	"	" \$1,350,	" " " \$22,500
C,	"	" 1,500,	" " " 25,000
D,	"	" 2,100,	" " " 35,000
E,	"	" 2,400,	" " " 40,000

Judging by experience, the cost of improvements where any land values exist, is about equal, as a rule, to the selling value of the land, though where this value is abnormally increased by speculation, the comparison will generally be found closer to the normal value. Taking the actual selling value, however, as the most favorable to Mr. Stuart's argument, the three lots supposed to be in use, A, C and E, would bear improvements, on the first named, of nominal value; on the second, of \$25,000, and on the third, of \$40,000. Instances will at once occur of small dwellings of considerably greater value than the land on which they are situated, but it must be borne in mind that these are only a part of the improvements actually used in the work by the people who live in them, and the portion of a factory or an office building which they also use, bears a correspondingly small relation to the general value under these.

The assessors would then have the following basis of taxation under the current system:

LOTS	VALUE IN GENERAL IM- PROVEMENTS	ASSESSED AT PER CENT	TAX RATE	LEVY
A	—	\$ 500	60—\$ 300	2pr.ct. 6
B	\$22,500	—	30= 6,750	" 135
C	25,000	25,000	60= 30,000	" 600
D	35,000	—	30= 10,500	" 210
E	40,000	40,000	60= 48,000	" 960

It is hardly necessary to point out that all these taxes must come out of the total product and it may be profitable to examine into the amount and source of that product. The figures that have been stated represent only the natural capacity of the bare land, and it must be conceded that to warrant the construction of improvements, these must sufficiently add to the power of production to afford an extra return which will pay interest on their cost and also for that part of the tax that is levied on the improvement value. Net interest (exclusive of taxes and repairs) on real estate investments usually rules somewhat higher than on money, and there is a similar difference between interest on land and on improvements; but this is probably a sort of insurance charge that compensates for the immovable property not being so salable as that which can be used as readily in one place as in another; and in any event the difference is too slight to be worth considering in this sort of calculation.

Accepting 6 per cent, then, as the rate necessary to be realized on the improvement cost—since we have taken it as the basis for arriving at the selling price of the land—we will find that the slight improvement on parcel A must add sufficiently to its productive capacity, to pay \$30 interest on the \$500 improvement, and also \$6 for the taxes; since otherwise there would be no inducement to improve it to even that extent. That in like manner, the improvements on C must add \$1,500 interest and \$300 for taxes, to its capacity; and those on E, \$2,400 interest and \$480 taxes. We will have, then, a total production of \$386 on A, \$3,650 on C and \$5,630 on E, or \$9,666 in all; which will be divided as follows:

	TO USERS	GROUND OWNERS	IMPROVEMENT INTEREST	TAX
A	\$350	\$—	\$ 30	\$ 6
C	350	1,500	1,500	300
E	350	2,400	2,400	480

and that out of their share, the ground owners will have to pay for taxes, \$300 on C and \$480 on E. The other two lots, B and D, being idle, while they have a productive capacity of \$1,700 and \$2,450, respectively, are, of course, actually producing nothing, and their contribution of \$155 and \$210 to the public treasury must, therefore, be furnished by their owners, out of the latter's share of the general product; the inducement to do this lying in the hope of future greater returns.

Now, the single tax comes into operation and the whole situation is changed. It is no longer profitable or even possible to hold land out of use, and since but three parcels are needed, A is abandoned and D comes at once into employ-

ment. Speculative rental value disappears, and economic rent only remains, the measure of which is necessarily the relative productive capacity of C, D and E, as compared with that of B; since the net result from using them after making allowance for this difference, will be exactly the same as if B were used and nothing paid for the privilege; B being the parcel next highest in grade to those parcels which are indispensable to the needs of the men forming the community. The difference being so small, as compared with the old speculative values upon which former taxation was based, it would seem at first blush as if economic rent, under these circumstances, could not yield a sufficient revenue; although it is apparent that the total production will be larger and that the share of it enjoyed by actual users will be far greater.

Yet, when we examine into the actual facts as to the economic rent, we will find that the productive capacity of the bare land will be:

On C,	\$1,850,	and its economic rent,	\$ 150
On D,	2,450,	" " " "	750
On E,	2,750,	" " " "	1,050

Or, \$7,050 total product, and \$1,950 total fund for taxation, as compared with \$4,950 and \$1,911 under the old basis. More than this, we will find an additional gain to the economic rent through the relief from taxation on improvements; the user of which will no longer have to compensate the owner for the tax on them. But the service which they perform in aiding production will certainly be no less than before, and since parcel D, when brought into use, is certain to be improved in the same relation to its natural productive capacity as the other parcels, there will be the following state of affairs:

	PRODUCT	TO USERS	IMPROVEMENT INTEREST	TAX FUND
C	\$3,650	\$1,970	\$1,500	\$ 180
D	4,970	1,970	2,100	900
E	5,630	1,970	2,400	1,260
Total,	\$14,250	\$5,910	\$6,000	\$2,340

The increase in the fund thus available for taxes over the natural economic rent being due to the fact that each lot would be worth just as much more to use (in addition to economic rent proper) as would be represented by the saving in taxes on the improvements on it, as compared with what would be the corresponding saving or the improvements which would be appropriate to B and, therefore, susceptible of profitable use on it. It is fair to say that this last factor is one that cannot be predicted with absolute certainty, at least, as to its amount, because no one can tell exactly what would be the natural relation of improvements to productive capacity under conditions of freedom; but if we set this aside altogether, and deal with the bare land values, the sufficiency of these for public revenue is clearly demonstrable.

A TOUGH CUSTOMER.

BY FRANK A. MYERS.

One of the best men that ever collected fare from railroad passengers was Lew Winson, a jolly conductor on one of the through lines in this country. He was "up to business," and did his work with an ease and politeness that made him the admired friend of everybody. Aside from his duties he was "one of the boys"—not in a bad sense—and no one enjoyed the society of his friends better than Lew. He was not a tall man, rather under-sized, but his backbone and grit were commendable. His face, smooth and round, adorned with a light moustache, always glimmered with a cheerful smile, and his eyes glowed with earnestness. Generally, when he closed the car door behind him, it was with a snap like a keen jack-knife. The spirit in this action was not to be mistaken.

A really modest man, it was not often he could be led out to tell a story of himself, and, therefore, little was known of his railroad experiences. He always said it "sounded so much like boasting," a thing he most heartily detested, of course. But one evening, when surrounded by a few of his most valued friends, he was—I might say—trapped into telling an exciting episode in his career on the road, and his friends enjoyed the thrilling sketch very much. He began:

It's not much of a story, but it worked me up considerable at the time, I confess, and I didn't know but the fellow would get me sure before it was over. What made it worse was, the fellow was on the train and worried me for many miles. You see, trouble on a train is very much like trouble on a ship; there is no dodging it or running from it, you've got to stand and take it. Still, at that time I don't know that I felt in the least like running away or skipping out.

It happened about five years ago on a Straight Line train running into Evansville, when I was conducting a train on that line, which was built and owned by D. J. Mackey. I guess it was a little the narrowest escape I ever had, and I'm sure it was a little more thrilling than I want to encounter again.

At one of our stops along that line, which in spots runs almost through a wilderness—woods and low lands and marshes,—where you may almost see yet life as it was in pioneer days—at a stop in one of these forsaken, lonely places, a great big strapping fellow got on. I didn't know who he was, but I was sure he looked mean enough to be the servant of the Old Boy. I soon found out who he was. His name was Jim Hackett.

As I entered the coach I discovered him sitting at the stove on the coal-box. The car was crowded. I some way looked sort of suspiciously at him, and his eye was on me with a mean, sulky look in it. It occurred to me at once that I might have trouble with him. His slouch hat hung over his eyes like an eyebrow knocked down in a fight, and his clothes were dirty and common. One pants-leg was hanging carelessly on the top of his boot, and the other did not come more than half-way down his boot-top, and had yellow mud on it as if whetted there by walking in muddy places. Unlike most of passengers, when I went up to him, he made no offer to hand me his ticket or fare.

"Fare, please?" I asked, as nicely as I could.

"Get me a seat," he demanded gruffly, without noticing my request. I didn't like his tone or manner.

"This way," I said, motioning to him and leading the way along the aisle. I found him a seat, and he threw himself in it with a bravado that smacked of trouble. I waited a moment, but he made no offer to hand over his fare.

"Fare, please," I again asked, kindly.

"I want to go to Buckskin," he said, in a coarse, rough voice that sounded like a file on a saw.

"All right, sir," I said, still standing over him waiting for the fare. He began to fumble around in his pants-pockets for the money, sticking out one leg as far as he could and holding up the top of his pants while he shoved his other hand deep into his pocket. He did all this so slowly, with a desperate air of insolence, delaying me not a little. It seemed he was only killing time to annoy me and to screw his courage up to the sticking point. But I waited patiently. I was not looking for trouble with him at all. The easiest way out of a difficulty, as the Irishman would say laconically, is to avoid it. At last he handed me ninety cents. The fare was one dollar, and the excess rate for failure to buy a ticket at the station office was ten cents. Of course, he knew all this, for he looked at me inquiringly and scowlingly when he handed up the money. He was twenty cents short in his fare, but realizing his desperate character I felt that if I could get ten cents more out of him I'd let it go and call it even, for I didn't want trouble. So I said, holding out my hand:

"Ten cents more."

"No, that's the fare," he growled.

"No, sir; ten cents more."

"It's no such a blank thing." The tone was insulting and hard to bear.

"Come—your kicking won't go. I must have ten cents more, and you know it. Ten cents more, or I'll put you off at the next station." I was angry and said it in an angry tone.

"Be blank-blank, if you will. And I won't pay you any more. You want to swindle me, that's all, and blank-blank you can't do it."

"Now, sir, without more words," I said, loudly, so much so that all in the coach heard me, "sir, I want ten cents more, *at once*."

He weakened, with a dirty, surly look, and brought up a dime from the depths of his jeans—as the people along that route generally say for pants. As I walked away he snarled in an undertone:

"I'll get you yet—see if I don't."

I went on forward into the baggage car, and had been there but a moment when Frank Cranston, a traveling man and old friend of mine, rushed in after me with blanched face and wild eyes, and said excitedly:

"Say, Lew, that man, Hackett, swears that he is going to kill you on sight, and he's got a fearful old gun drawn, ready for use." Frank, who had been sitting in the seat next to Hackett, heard all I said to him at first, and he was ready to help me.

"I'd better not go 'bout him, had I?" I asked. The idea of a revolver kindah—that's not a new word at all—kindah got away with me, and I meant what I said to Frank Cranston.

"He'll shoot you sure, Lew, if you go back in that car," said Frank, excitedly.

"Don't you never believe it," I said.

"The sullen devil will hurt you," insisted Frank. "Don't you go back. Stay away from him."

To tell the truth, I felt like accepting his counsel. I had been assisting the brakeman, calling out the stations, and helping passengers off, but now, I told the brakeman to call out the stations in that car. I had decided to keep out of the reckless devil's reach. The brakeman, Jim Bass, said he'd help the old lady and three children off at the next station, and I felt relieved. But before I left the baggage car I shoved my revolver into my coat pocket, so as to be prepared for any emergency. I didn't know but I might need it, and, besides, I felt safer with it.

The brakeman, Jim, helped the old lady and three children off all right, but imagine my surprise to see five passengers enter the car. I felt I was in for it. I resolved to do my duty at all hazards, put on a bold front, and if trouble broke out, die game.

I walked in when the train started and slammed the door with a bang. There was a white, foaming rage on Hackett's face, his eyes danced a merry jig, and his hand was on his revolver. It was an ugly looking gun and I didn't like to see it a bit. I don't know that I tore open my eyes any wider, but I'm sure I didn't smile a bit. Perhaps he saw that. I imagined he did.

With cool deliberation I went through the car and collected all the fares, meanwhile, the surly, sour, mean fellow, never taking his eyes off of me. I rather felt, I guess, when I got around all right without any difficulty, that I had cowed him a little. At any rate, a sense of relief possessed me. Not feeling satisfied about it, however, with a sudden, impetuous action I walked over to the fellow, with a silver dime in my hand. A half-look of astonishment was visible in his face at this action. My first words were:

"You're a nice fellow, Hackett, to want to kill me for ten cents. I'd rather give you five dollars than have any trouble over such a small matter. Here's your dime, take it."

I knew it was best to be strictly on guard against such a tricky, traitorous, vile wretch, so I had my hand in my pocket firmly clasping the gun that lay nestling calmly down there. Of course, I could have avoided this encounter, but then, I didn't, and I felt the outcome of it was very uncertain. It might find me a winding sheet for aught I knew. The dog was perfectly capable of giving me a wooden overcoat. But still, I went at him just this way.

Relaxing his hand from his gun he reached up for the money. That instant was my chance, and I had to be mighty quick or else miss it. Frank Cranston was right at my heels, ready.

While Hackett's arm was in the air reaching for the money, utterly off his guard by my manner and offer of the dime, I quickly grabbed his arm and pressed my gun against his breast and yelled:

"Now I've got you, you scoundrel. Throw that gun out of the window, or I'll pull and finish you. Do it now, and do it quick."

The fellow was thunderstruck—taken un-awares—and saw his mistake too late. He surged to break loose his arm, but failed. He squirmed and kicked, but I saw deep down in his reckless eyes that I had conquered him. With his left hand he reached down for the pistol that lay on the seat at his side. I was sure he couldn't fire with his left hand, though most of such desperadoes are good left-hand shots. My eyes never wavered nor turned from his weapon. At the slightest motion from him at that instant I would have sent him to kingdom-come. Slowly he

raised the weapon and slowly tossed it out through the open window.

"O, Frank!" I called; "pull the bell rope." He understood, and nodded, and instantly jerked the rope. The air brake was applied by "Dad" Saunders, the wide-awake engineer, and the car began to jump in her violent checking. Hackett seemed to understand, though he tried to make me believe he did not. I never relaxed my hold upon his wrist. I knew better than that.

"What you goin' to do?" he asked, with deceiving mildness and submission.

"No one who wont pay his fare can ride with me a single mile," I said.

"Put me off?" he asked.

"Yes," I yelled, and gave a set-back to jerk him out of his seat. Some of the ladies in the coach began to scream, and Frank Cranston turned round and said:

"Don't be alarmed, ladies; no harm."

"You blank-blank — — —," giving me a nameless epithet—you know what—"You blank-blank — — — —, you can't do it. Then the struggle began. He fetched one mighty surge, threw himself back into the seat with all his power, and gave his arm a twist over his head. He almost got loose, but I clung to him like grim death.

TO BE CONTINUED.

A RHAPSODY IN EVERY-DAY LIFE.

BY W. D. ANDERSON.

The town of X—, situated in the northern part of the Hoosier State, had nothing to embellish its situation nor make it even a commercial center, yet, lacking all this and the natural advantages, it had in substitution an institute known as the "High School."

The course of study as laid down by the board of this institution, was very rigid and thorough, and under the tutorship of Professor McPherson, everything went as clock-work. Here, one department was pouring over Virgil, while another was absorbed in some rhetorical construction; while before the school the professor was hearing a class in the conjugations.

"Amo, amas, amat."

There was nothing about the recitation to incite any unusual interest; all seemed busily engaged about the school room except one, Dallas Benton, a member of the senior class, who seemed to have become suddenly absorbed in the recitation while he repeated mechanically:

"Amo, amas, amat."

Here he stopped suddenly, while his eyes turned mechanically to a particular desk. Then he seemed to lose all thought of his surroundings as he murmured, half aloud: "Amo—I love. Would that I had the assurance that this feeling were mutual, yet how dare I approach her. She is a noble woman, yet her social position stands like a barrier between us, and in my circumstances I can but dream of offering my love to an angel like her; and yet," he said, musingly, "I am half inclined to think she is not wholly indifferent to me. Perhaps it is an illusion caused by a diseased brain," he said, smiling, as he re-

called an incident where such an expression had been used with effect.

"I may have misinterpreted that generous nature as a token of affection, yet, it only adds fuel to the flame and burns my brain until my thoughts wander from these lessons that are intended as formulas in the discharge of duty in the vocations of life. It would inspire me with a new vigor and add a zest to my efforts, were Jeanette Marsden to give me her love."

Dallas Benton and Jeanette Marsden had been associated as playmates and classmates since childhood. Each had by individual effort attained high class honors, and the spirit of rivalry which sprang up long ago, had accentuated their efforts and led them to a thorough knowledge of each other's capability without being cognizant that their hearts were being entangled in the meshes of love.

Dallas Benton was poor. He was striving manfully to acquire an education, preparatory to taking a profession. His leisure moments were spent at any employment that would earn enough to provide his books and assist in supporting his old mother, who looked forward with pride to that hour when her son should have attained the honors of the school. Yet, in the face of his humble surroundings, poor as a church mouse, he had dared fall in love with Jeanette Marsden, the only daughter of the rich old Squire, who, although quite charitable in his views, was a conservator of his family interests.

Lady Marsden, Jeanette's mother, was of a different nature. Not lacking in maternal affection, yet she possessed an ambitious nature to make a brilliant match for their only daughter, which

fact counterbalanced such a thing as a mother's solicitude for anything that pertained to romance. The "wise heads" nodded ominously as they noted the growing intimacy between Dallas and Jeanette, and said, "she will never be a poor man's bride."

With such a condition as this to confront him, Dallas Benton had determined to lay his heart at the feet of Jeanette Marsden.

His reverie was abruptly broken by the announcement of intermission.

He felt little or no inclination, to-day, to participate in the athletic exercises in which he was a leader. He preferred to remain at his desk and devote a time to study. The derivation of some word, or the consideration of some theorem or problem, often was taken as an excuse to bring Jeanette over to Dallas's desk. These moments were spent pleasantly, and each felt happier after having enjoyed the others' society.

An incident in their early school days had led them to adopt the friendly prefix, "Cousin," in addressing each other, and each had adhered to it as tenaciously as if it were essential to the name.

While deeply absorbed and, as if in answer to his inaudible wish, Jeanette Marsden stood by his side.

"I hope, Cousin Dallas, that you are not ill," she said, as if in apology for having intruded.

"No, Jeanette, on the contrary, I am quite well," he said, smiling at her solicitude. "Be seated by me. I wish to tell you something which I have tried to keep secret, yet which gathers in volume, day by day, until I can no longer keep it locked in my heart."

They were comparatively alone, and she had seated herself by him.

She lifted a book, and while scanning its pages closely, said: "Cousin Dallas, I shall guard any secret jealously that you may confide in me."

"Jeanette, our lives in the school room are parallel. Our social lives run in opposite directions. Here we meet for a common purpose. When we separate at the portals of this building, you rise to your level. I sink to mine. While I anticipate an entrance to that social threshold sometime, I am not, as yet, possessed of that "Open Sesame" that will gain me admission to its walls; but I hope by strict attention to duty to be, someday, on a social equality with yourself."

"Dallas, I do not comprehend your meaning. I beg your forgiveness if by any inadvertance I have caused you to express this sentiment of social inequality," she said, feelingly.

"Jeanette, you are too noble to do that, but still I realize that there is a social distinction that places me in the negative, which can only be

eliminated by wealth. Even in view of this, I cannot longer keep secret what you must have guessed long ago; I love you, and ask your love in return, with the promise that when my circumstances will permit me giving you a home that you will become my wife."

"Dallas, you have had my love since when, I cannot remember, but let us not bind ourselves, yet. Some day you may find another whom you will love better. They say one's first love is 'puppy love,' whatever that means," she said, smilingly.

"Jeanette, darling, you are not sincere in that belief, and you dare not admit that your love is less sincere than if I were the second or third to claim it," he said, as his lips touched her hair.

They had failed until now to observe that they had been the objects of eavesdroppers, and as the great bell interrupted their happiness by calling together again those who were engaged in the exercises outside, Mina Halcomb and Maude Preston walked guiltily away, conscious of having been discovered.

As Jeanette and Dallas were about to separate, Dallas said: "Jeanette, you are probably aware that scandal has developed some startling evidence against Maude Preston. Will you kindly be advised by me and cut your acquaintance? She is no fit associate for you."

"I thank you, Dallas. I will be guided by your advice. I have already shunned her society," she said. A thrill of pleasure ran through her as Dallas pressed her hand, while a look of regret filled his eyes that they must separate so soon.

The day following Saturday, was one of those warm June days which seemed to invite one to throw off the cares of the dull routine of school life and seek seclusion among the shady trees by the brook, watching the finny tribe and listening to the feathered songsters, whose warbling notes but faintly express the happiness they enjoy.

While Dallas was busily engaged about his home, Maude Preston was entertaining her friend and confidant, Mina Halcomb, at the home of the Prestons. They were evidently arranging the details for an active campaign against Jeanette Marsden and Dallas Benton. Maude had just finished a neatly scented note, and calling Mina's attention, said: "I think this will have the effect I desire; shall I read?"

"I shall be delighted to hear it," said Mina.

X—, June 3, 18—.

MR. BENTON:—Will you kindly call at our home at 8 o'clock this evening and perform a slight service for me, for which you shall have my gratitude?

Yours very sincerely,

MAUDE PRESTON.

"I must congratulate you, dear Maude, upon your talent as a strategist. If your efforts all bear the same promise of success as they mature, it will certainly score you a victory. Count upon me for any assistance."

The missive was placed in a carrier's hands, and together they awaited an answer. In a short time the messenger returned, and Maude opening the answer, read:

X——, June 3, 18—.

MISS PRESTON:—I shall call at 8 o'clock, p. m.
Respectfully,

DALLAS BENTON.

Maude smiled, as she read the answer, and, handing it to Mina, said: "That note shall be an instrument of execution in my hands. I am not ore to forget an affront. Her aversion has been the subject of remark, and it will fill my heart with joy to break that proud Marsden spirit. I must prevail upon you to remain, dear Mina, and witness my coup de grace."

"But, Maude, I have a delicacy to respect when it comes to acting as a witness to a love scene," said Mina, assuming an air of injured pride.

"I had not overlooked that, Mina, dear; the deep shadows of the evergreens will effectually conceal you from observation and hide any embarrassment you may feel in acting the part of an eavesdropper," she said, laughing. "Your inventive genius will be called into effect to depict the situation at the proper time, if I find it necessary."

"O, you may depend upon me," said Mina.

They were rewarded by seeing Dallas enter the grounds at precisely the hour indicated. Mina concealed herself in the dark shadows, while Maude watched his approach. He walked with that quick, firm step that denoted his character. In the deep shadows he encountered a white figure. Starting back, he recognized Maude Preston.

"I received your note requesting me to call at this hour. I am at your service," he said.

"Mr. Benton, I hardly dared hope that I could expect you to respond, in view of the fact that you have shown a marked aversion to me, as well as have others." She paused, as if to hear some defense.

Dallas remained silent, and she continued:

"You cannot fail to appreciate the anguish that fills my heart, since I suffer a bitter accusation innocently. I trust I do not weary you, but that you will bear with me for humanity's sake, and allow a liberal charity to fill your heart." She paused, as if to choke back her tears. "From my earliest recollection my heart has been filled

with an ambition to become an actress. To appear before a sea of faces and infuse in them the same sublimity that makes the profession so grand in its nature. It was a fate that threw me in contact with Mr. Compton. Be seated here beneath these evergreens and allow me the privilege that even a criminal is granted before he is condemned." When Dallas had taken the seat indicated, she continued. "At his request I remained with the company after the theater, in order to more fully gratify my desire to learn of their lives when not before the people. I did so without taking into consideration that it would not only be imprudent, but would subject me to criticism. Mr. Compton was delightful and instructive, and as an entertainer cannot be equaled, since I so far forgot my surroundings as to fail to note the time until dawn was breaking. As I emerged from the theatre I was observed, and among the number was yourself. Later came the shock. How many heart aches I have known, and bitter tears shed no one shall know. You were once my champion. I was a little girl then, and during my whole life I have remembered that little kindness, and you have been my hero."

Tears were now standing in her eyes. "You have no sister, yet for all that you cannot be impervious. Had you a sister to appeal to your heart you could not cast her aside if a doubt remained that she were not guilty of wrong. O, Dallas, do not be my accuser," she said, falling upon her knees in front of him, while sobs shook her frame. "Think what you can do by your example to raise me up."

"Maude, I cannot express the depth of feeling I have in sympathy for you," he said, raising her tenderly, and supporting her in that brotherly way that betokened a forgiving nature, "but I cannot undo what scandal has done. I recommend that your future actions be indicative of your purpose to create a new tint to the color of your life, which will, in a measure, destroy the prejudice suspicion has created; and in proportion to your sincerity you shall receive my assistance," he said.

"I knew you were not wholly heartless, Dallas; you have been a brother in kind advice and you have my gratitude," she said, twining her arms about his neck and turning her full red lips up to his.

In the impulse of the moment he stooped and pressed his lips to hers with that pure motive that springs from a virtuous heart.

Yet, even as they stood there he felt conscience whisper words of censure. Thus they stood while Mina Halcomb made a mental note of all that transpired.

When Dallas Benton left the Preston grounds he was in a gloom of doubt. Had he done wrong. The thought, what would Jeanette have said, had she known that his lips touched those of Maude Preston. "I will tell her all," he concluded, "and if she accuses me, then I have done wrong."

While Dallas was yet pondering over the situation of affairs that had involved him in so much doubt, Maude Preston was laughing at the impulsive Mina, who was showering compliments upon her successful acting. She had suddenly revived from the anguish that filled her heart, showing that her penitence was assumed. "I feel that my efforts have met with a marked success," she said. "While I had hoped to secure more favorable consideration, he was kind enough to advise me by what method I might gain his respect. Ha, ha, but I realize that through his influence upon Jeanette Marsden depends my hope of success, consequently I must begin to substitute that 'tint to the color of my life' which will mislead them."

"And what may that be Maude?" said Mina.

"O, a temporary dereliction of all amusements, such as balls, theaters, parties," etc., etc.

"Are you really in earnest, Maude?"

"I certainly am, as you will perceive in the next week."

The following Monday lessons were resumed and class recitations proceeded with the same regularity as if there had been no intervening days.

Dallas and Jeanette sought each other at the first opportunity, although their eyes had already spoken volumes while demonstrating before the class, the theorems assigned to them. There was a glad light in his eyes as he pressed her hand and led the way to his place of study.

"Be seated here, Jeanette, I have a confession to make. I want a weight of doubt lifted from my mind which makes me feel strangely oppressed. I hope it will not displease you, yet, according to your decision shall I feel my guilt."

"Of what have you been guilty," she said, laughingly. "I am sure that I shall not censure you for anything you have thought right to do."

"Jeanette, I called at the home of Maude Preston Saturday evening in response to a note from her urgently requesting my presence."

Jeanette could only look the surprise she felt.

"Your look of surprise also asks what business she could have with me. I was ignorant of her object in asking my services and quite surprised that she should solicit my efforts in eliminating the stain upon her character. She did not deny any portion of the reports which look so dark, but in apology, stated that her desire to become an actress overcame her discretion. Amid tears and protestations of innocence I was given to partly relent of the harsh judgment I had entered against her, and as she knelt before me, clasping my hands and asking that charity that we owe to our fellow creatures in distress, I could not condemn her, even though I still doubted. I raised her up and offered such consolation as the situation afforded; when she placed her arms about my neck and asked that I should thus raise her up to the world again by showing that I, for one, held no doubt against her, offering her lips to receive a kiss."

"I think you were prompted by pure motives," said Jeanette, as a deathly pallor stole over her features.

"Jeanette, darling; I see I have wounded your heart, and I shall be careful to avoid her in the future."

"No, Dallas, you owe your respect according to her sincerity, but let discretion govern your actions that you be not also condemned."

"It shall be as you wish."

All enjoyment and recreation here suddenly terminated as the great bell again spoke forth.

As the days passed through another week many had noticed a radical change in Maude Preston. Her eyes were sad and red at times, as if from weeping. She sought seclusion from those who would be her friends, and in her every act was depicted that distress that was fast melting the hearts of her accusers; and many were ready to offer their sympathies should but one of their number lead an advance.

Thus: school closed at the end of another week.

Mina Halcomb readily consented to spend the afternoon at Maude Preston's home on the day following, as she was advised that further details of the campaign would be carried into effect.

TO BE CONTINUED.

OUR NEW YORK LETTER.

Christmas trade is always taken with us as a fair barometer of how general trade has been running throughout the year; and judging by what this shows on the surface, there has really been something of the improvement that is talked about. Not as compared with ordinary times, perhaps, but as compared with the same season a year ago, things looked brighter in our great shopping district; for while dealers and manufacturers again show some distrust as to how much money the masses will have to spend or what is to so large an extent an expenditure for pleasure purely, by the extreme lowness of prices and the very moderate display of novelties and striking attractions, yet there is more of the old time bustle, dense crowds on the streets and in the shops, and a brighter spirit generally in evidence. Terribly hard as the conditions of life appear to have permanently grown in what our fathers used to proudly speak of as a land of plenty, it does seem as if the long period of commercial strangulation from which each of us has suffered, was in a way to be somewhat relaxed; as if for those who were yet fortunate enough not to have been altogether stranded out of reach of any possible tide of prosperity, there were a chance opening up again to more profitably employ that energy which most men are only too anxious to exert.

Yet however far the tide may rise, under existing conditions there must remain a degree of misery that is beyond it. Now and then glimpses may be seen in casual reports of the bitterly sad Christmas that stares in the face the cloakmakers who for weeks past have been fighting another hopeless struggle, and who now seem to be in such a desperate condition for either food or shelter that it passes understanding to see how they can hold out longer, or even how they will be much bettered if they give in. Another picture of this side of life is being held up, too, in the protest which has been made by our board of health, and is being vigorously exploited by several of the newspapers against the management by Trinity Church of its tenement property. Looked at as a religious body, there is certainly something hideously incongruous in the thought of how its revenues are so largely drawn from such dilapidated and filthy dens as much of its property has been shown to be. But looked at on its business side, which, after all, is its most essential one as it now exists, it is hard to see how it differs greatly from other landlords, the commercial part of whose characters is so much stronger than their sentimental part, that they are satisfied to

reap the profits of owning the dens that so many human beings must now live in—not because the dens are there, but because they cannot earn enough to pay for anything better. And as the echoes come from around the world, where the little brown men are sweeping their yellow antagonists before them, and, as some of the correspondents assure us—and others strenuously deny it—are slaughtering them as liberally as if they were pious French or English kings of a few centuries ago; there is just enough ground for the thought to make one wonder, whether after all they are holding up a picture in much sharper contrast to the spirit that we associate with the Christmastide, than we ourselves, who maintain institutions under which all life is a savage constant warfare, and death by more or less slow starvation, a possibility for the great mass and a certainty for thousands.

But we do not think much of such trifling matters as this. When we are not struggling for the chance to live, we sit in the boxes or galleries, as our place may be, and applaud the drama of investigation by our celebrated Lexow committee, which is still the chief amusement of the town. The entertainment is now drawing to a close, in fact has been suspended for the holidays and it is uncertain whether it will be resumed after they are over; and when one calmly sits down to sift out what it has revealed, the results are found to be indefinite. By dint of running a court that was all on one side, some of the blackmailers have been bulldozed into admitting their guilt, and a host of irresponsible witnesses have made charges which led up to no definite result. Whether or not the performance had the effect on the election for which it was started, must remain a matter of speculation; but the claims of organized political corruption have been absolutely unsupported. Cuius iniquitas, the only prominent delinquents actually caught have belonged to factions opposed to that against which the investigation was directed. Across the waters, De Lesseps' death brings to mind a similar condition of things there that is very instructive. As we look back on his life, it is a mournful illustration of how much more success counts for than high principle in contemporary estimation. Most of us, doubtless, thought of him in our youthful days as a great engineer. Yet he was not an engineer at all, but only a "promoter"; and in both the beginning and the end of his career, a promoter of the type that we look upon askance when close at hand—until they have scored some grand success. It was not engineering skill primarily that carried through the great scheme of the Suez Canal, but sordid bribery and disreputable financiering of the kind that gave Gould his wealth. But De Lesseps succeeded, and he forthwith was set upon a pedestal as one of the benefactors of the age; until in pursuing the same line of action with Panama, he failed; and then he was cast down again. Truly, life is a queer thing, and we all love humbug.

EDW. J. SHRIVER.



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W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

HAPPY NEW YEAR.

With its first appearance for 1895 THE RAILWAY CONDUCTOR bears to its readers an earnest wish that the New Year will bring each of them happiness and prosperity. We only wish that on this Christmas night we could insure happiness and prosperity to all mankind. Would that we could bring to each a message which would be as welcome as the one which ages ago proclaimed "Peace on earth, good will to men." No one will undertake to claim that under present conditions, each shares equitably in the prosperity or adversity of the times. With overflowing granaries and bursting storehouses dotting our land, gaunt men, hollow eyed women and pinched children want for bread. Some are unable to secure employment, while many are unable to earn the bare necessities of life, even though they toil from early morn till late at night.

Our government is at peace with the world and it rules a land of plenty. Still the masses suffer for want of comforts while the increased wealth of the country rolls into the coffers of the classes.

It is but four hundred years since the foot of white man first trod the soil of our continent; less than one hundred and twenty years have elapsed since our government was founded, and yet with a population of sixty-five million, our government finds itself with practically no public domain, having dissipated an inheritance capable of sustaining four hundred million souls. Organized labor has accomplished much for its devotees. Those classes of labor whose conditions are most favorable to-day are those which are most thoroughly and efficiently organized. Labor organizations wield a stronger influence at the present time than ever before. They have it

in their power to set on foot a process of evolution which will bring order out of seeming chaos; victory out of seeming defeat; good out of prevalent evil and result finally in the firm establishment of the principles which should underlie "a government of the people; by the people and for the people." He is no true friend to the laboring masses who argues that in as much as wrong has been done, wrong in return is justifiable. Two wrongs can never make a right. When conditions, under which "equal rights to all and special privileges to none" are not only guaranteed but furnished, have been established, none who wish to work will seek in vain for the opportunity; want in the midst of plenty will exist only as a result of indolence, profligacy or intemperance.

It should be the aim of every labor organization and publication to do all in their power to hasten the day when such conditions will prevail. Opinions will differ as to the most direct route by which the desired end may be reached, but if each labors honestly to advance the general cause, even though especially striving to further the interests of some particular part of the whole, the end of the year upon which we have just entered will see the good brought nearer, the pathway of labor's march will be clearly defined and will be marked with milestones of progress.

We cannot all do what we would like to. The glory cannot rest on us all, but each can do his part well, thereby assisting in accomplishing the general result.

THE RAILWAY CONDUCTOR will try to do its share. We shall voice our honest sentiments. We shall not undertake to force our ideas upon those who differ with us, nor shall we have the

ideas of others crowded upon us if we are unwilling to embrace them. We shall continue to seek the best interests of our Order and the largest number of its members first, and at all times will gladly do any thing possible and consistent to advance the interests of organized labor. We hope to voice the sentiments of a majority of those we represent. We neither expect nor try to please all. We seek not for glory. If we are able to leave a "blaze" here and there which will serve as a guide to any, we will be content.

"If you cannot on the ocean,
Sail among the swiftest fleet;
Rocking on the highest billows,

Laughing at the storms you meet,
You can stand among the sailors
Anchored yet within the bay,
You can lend a hand to help them
As they launch their boats away."

THE RAILWAY CONDUCTOR loves peace, but is never willing to purchase the same "at any price." It hopes to see advanced methods adopted by organized labor. It hopes to see valuable lessons for future guidance learned from the experiences of the past, and "With malice toward none, but with charity for all" it heartily wishes you, one and all, a happy and prosperous New Year.

LET THE PEOPLE BE HEARD.

To the thinking person it is, or ought to be, evident that our national government must deal adequately with the economic conditions at present surrounding us, or the time will soon come when the people will take matters into their own hands and endeavor to supply a remedy for the evils from which they suffer. If the government will deal with these questions justly and dispassionately it is reasonable to presume that lasting good to the people, and through them to their government, will result; but if matters are allowed to drift until the people are forced into taking action, extreme measures are liable to be resorted to, and, at the best, it is probable that such action will be inconsiderate and ill-advised. Under conditions as they now exist colossal fortunes have been raised, almost as by magic, not because their possessors were more able than their fellows, but because in some instances they were more daring in speculation and in others they were more unscrupulous as to the methods employed, while in almost every instance an utter heartlessness toward the employes who helped in the building of these fortunes has been exhibited. A great many complaints are being made from as many different sources and with a view to determining intelligently whether or not there is anything in our laws, as they now stand, prejudicial to a majority of our people, and whether or not legislation in the interests of that majority is needed, Congressman Phillips, of Pennsylvania, has introduced the following bill in the House of Representatives:

Whereas, many of those engaged in the various fields of labor, and also many of those engaged in agricultural pursuits, are organized, and, together with those engaged in commerce, are presenting grievances to Congress and to the various state governments seeking and demanding legislation in their behalf: Now, therefore, in order to give a hearing and to meet the requirements of this large number of citizens,

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,

That the president of the United States is hereby authorized and required to appoint a commission composed as follows: Five men representative of labor, five men representative of agriculture, and five men representative of business; but a majority of this commission shall not be one to any one of the political parties which took part in the last presidential election.

Sec. 2. After the appointment of this commission each division of five is hereby authorized and directed to choose or appoint two additional commissioners to act with them on terms of equality, making the whole number twenty-one; but neither one of the divisions of five shall make both of its appointments from the same political party.

Sec. 3. That each division of seven shall have the right to employ one lawyer, whose compensation shall be the same as hereafter provided for a member of the commission. Each division shall be allowed one secretary, at a salary of one hundred dollars per month while the commission is in session. The commission will convene in the city of Washington, District of Columbia, within sixty days after its appointment by the president, and shall, as soon as practicable, appoint the additional members as provided for in section two, but may proceed with business in the meantime.

Sec. 4. That the commission shall elect its own chairman and officers, but in case of disagreement a chairman shall be selected by each division to serve in rotation thirty days each.

Sec. 5. That it shall be the duty of this commission to inquire whether adequate laws have been enacted to carry into effect the principles declared by the founders of this government—"That all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness"—and whether there are laws now in existence which abridge these rights.

Sec. 6. That in pursuance of this object it shall be the duty of this commission to investigate questions pertaining to immigration, to labor, to agriculture, and to business and recommend to Congress such legislation as it may deem best upon these subjects.

Sec. 7. That it shall furnish such information and suggest such laws as may be made a basis for uniform legislation by the various states of the Union in order to harmonize conflicting interests, and to be equitable to the laborer, the employer, the producer and the consumer.

Sec. 8. That the commission shall receive petitions and grant reasonable time for hearings on subjects pertaining to its duties, and, if deemed necessary, it shall appoint a sub-commission or commissions to make investigation in any part of the United States, and it shall be allowed expenses for the same. It shall have the authority to send for persons and papers, to administer oaths or affirmations. All necessary expenses, including reading clerk, shorthand reporters, rent for the place of meeting, furniture and fixtures, and printing, shall be allowed.

Sec. 9. The term of the commission shall be two years unless its work is accomplished in less time, and the term of service shall not be less than six months in each year. The salary and mileage of each member of this commission shall be the same as that of the members of the House of Representatives.

Sec. 10. Any vacancies occurring in the commission by reason of death, disability, or from any other cause shall

be filled by appointment in the same manner and by the same authority as the commissioner was appointed whose place is to be filled.

Sec. 11. A sum sufficient to carry out the provisions of this act is hereby appropriated out of any moneys in the treasury of the United States not otherwise appropriated. All acts or parts of acts inconsistent with this act are hereby repealed.

It is certainly to be hoped that this bill may become law because, even if no radical changes occur as a result, the masses of the people who complain will then be afforded ample opportunity to be heard and the causes underlying their complaints will be carefully considered by representative men from their own ranks. Then, if legislation is recommended and ignored by those in authority, the people will know just what to do in selecting their law makers at the first opportunity offered thereafter. It is safe to assume that, if this plan is adopted, the commission will be composed of representative men and that whatever recommendations they may make will be intelligent and as conservative as is consistent with the objects sought.

The trouble with our present economic structure is that the people, as a whole, have been so busy developing our national resources and looking after their own interests as to pass by unnoticed the growth of conditions with which the laws of a century ago are inadequate to deal.

Unequaled prosperity has reigned in our country and we have been so occupied in enjoying it and in making money that we have given no attention to making our laws keep pace with the march of progress in other directions. It hardly seems consistent with the principles upon which our government is founded to invest the judiciary with the power to continually add to its authority by continually changing constructions of the constitution and to set aside the will of the people, as expressed through their representatives, because that will does not happen to agree with the opinion of one or more judges. It would seem that the constitution has been in force long enough to admit of certain rulings upon or interpretations of its provisions being made, and when such interpretations or rulings have been made by the judiciary they should be as unalterable as the law of the Medes and Persians. Then, as has been stated in these columns before, when a law is enacted the people want to know that it is law and is binding alike on all citizens. A crisis is approaching; the handwriting is on the wall, and we have seen no proposition for dealing with the actuating conditions, promising more satisfactory and lasting results than that contained in this bill.

GENERAL MANAGER ST. JOHN'S VALEDICTORY.

Mr. E. St. John, in retiring from his position as general manager of the Chicago, Rock Island & Pacific to assume the duties of vice president of the Seaboard Air-Line, addresses the following "good-bye" to the employes of the former company:

CHICAGO, December 25, 1894.

DEAR SIR:—As you are doubtless advised, the undersigned has resigned the position of General Manager of the Chicago, Rock Island & Pacific Railway, and is soon to assume the position of Vice President of the railways comprising the "Seaboard Air-Line," with headquarters at Portsmouth, Va.

Before leaving, however, to assume the burden of duties in another field, I cannot refrain from expressing to those whom I cordially esteem, how deeply I feel my approaching separation from familiar scenes and surroundings, and the established associations of business and friendship.

For nearly thirty-two years I have devoted my energies to the service of this company, and have witnessed its steady growth from a comparatively small to its present large mileage, and have learned to love and respect hundreds of the employes connected with the various departments, (financial, traffic, mechanical, operating, and others), and have had frequent occasion to admire their ability, loyalty and exemplary conduct.

The veteran campaigner recognizes in every soldier a brother who has shared with him the perils and honors of active military service. A similar tendency prevails in the army of industry. Its ranks supply the thousands of mechanics, engineers and artisans whose skilled work is essential to railway operation and maintenance. United for a common purpose; faithful to the interests they serve; mutually dependent, if not closely assimilated in thought, habit and occupation; a relationship is eventually established from which many a vigorous friendship springs into life. I have always entertained for the class of men who comprise the "bone and brawn" of our em-

ployees, the liveliest sympathy and respect, and I part from them now with emotions of genuine regret. The remembrance of their friendly consideration will be to me an endless source of gratification and pride.

As a farewell token and expression of my appreciation and good will, the scope of this circular is not limited to those to whom it may be personally addressed; it includes officers and subordinates, department chiefs and their clerical forces, the entire rank and file, in brief, of those who are, or who have been, engaged in any capacity in the service of the "Rock Island," during my connection with it.

With due appreciation for past kindnesses from whatever source bestowed, I tender one and all my heartfelt regards and best wishes. No matter how widely sundered by time and distance, they and you will always find a kindly disposed friend in

Yours, very faithfully,

E. ST. JOHN.

While reasonably insisting on faithful and loyal service and on a proper compliance with the rules adopted for the government of the employes under his direction, Mr. St. John has been a very considerate manager, and we doubt if any one has been more successful than he in winning the confidence and attachment of those over whom he has been officially placed. In leaving, he carries with him the best wishes of an army of men. Our acquaintance among the men of whom he is about to assume charge justifies the prediction that he will find them a competent and thoroughly reliable lot of employes. Nothing is to be expected but that the feeling of perfect confidence, which should obtain, will be speedily built up.

THE A. F. OF L. CONVENTION.

It seems to be the thing now-a-days to term documents and occurrences "epoch makers." That an epoch in the industrial and labor world is at hand is evident, and one of the most important among the epoch making factors is the late convention of the American Federation of Labor.

Founded upon the principle of Trades Unionism and the autonomy of each union, the American Federation of Labor has erected an imposing structure and has accomplished an inestimable amount of good for the classes represented in its ranks as well as for the labor world in general. The advancement and success of the Federation seems to be all the evidence needed to establish its claim for the superiority of its principles as compared with those of its principal competitors or its bitterest enemies.

By no means least among its enemies has been an element within its own ranks, best and most generally known as the Socialist Labor Party. This element is composed of adherents and advocates of a policy which, in years gone by, has been proven inadequate, ill-advised and productive of no good results. This element seeks to launch the organization upon the troubled waters of the political sea, even though it be apparent that if it escape the "Scylla" of internal dissensions, its destruction is certain at the "Charybdis" of political corruption. It is pleasing to learn that, after exhaustive discussion in local bodies as well as in the general convention, the political program of the socialists was defeated. The real disposition of this element is exhibited by the willingness with which one of its most prominent advocates endorsed the sentiment that "collective ownership by the people of all means of production and distribution," should be gained by the "confiscation of all instruments of production and distribution." An extreme, incendiary, unreasonable and un-American policy in support of which no honest arguments can be brought. Truly the workers who go to make up the A. F. of L. are to be congratulated that this party was in the minority in the convention.

President Gompers, in his address, called attention to many matters of vital interest, prominent among them being immigration, government ownership of telegraphs and railroads, labor commission of inquiry, eight hour workday, arbitration and labor conferences. The convention passed emphatically in favor of restricting transient provincial immigration by national legislation; favored the adoption of the referendum in national and state legislation; a work day of

eight hours; state legislation against the sweating system and condemned the blacklisting of railway employes and the padrone system of labor employment.

The question of labor conferences, such as was held in St. Louis in June last, was given considerable attention and in that connection the relations between the A. F. of L. and the Knights of Labor very naturally came to the front. Many interesting and emphatic things are reported to have been said, but the conclusion reached shows in the following resolution, which was offered by Delegate Penna, who is looked upon as the probable successor to President McBride, of the United Mine Workers, and adopted: "That the American Federation of Labor holds itself in readiness to meet at all times with sincere men in the reform movement, but refuses to meet with the Knights of Labor as at present constituted, and until that body recognizes the principle of trade autonomy and ceases to encourage dual authority in any one trade."

Delegate McBryde, of Columbus, in seconding this, said: "I second this as a trades unionist and I endorse it as a Knight of Labor."

John McBride, of Columbus, O., was chosen president. In this selection added emphasis was given to the declaration of the convention against state socialism, as Mr. McBride is one of the least acceptable to that element. Mr. McBride is an able man who is possessed of the courage of his convictions and he will undoubtedly make an efficient and valuable officer. While we regret to see the retirement of Mr. Gompers, we note with especial pleasure the fact that his official acts were endorsed, and we admire the spirit which prompted him to say that he had but little to regret in those acts. That feeling and spirit are the best evidences that his acts have been prompted and directed by honest conviction and a strict sense of duty. No man can occupy such a position as that held by Mr. Gompers, without making enemies, and while it is reasonable to assume that such enmities exerted more or less of an influence in his defeat, he retires with motives unimpugned; character unassailed; integrity unquestioned and manhood undoubted.

Mr. Gompers and P. J. McGuire were selected as delegates to the Trades Union Congress of Great Britain.

Indianapolis was chosen as the headquarters of the Federation and New York as the place of meeting for the next convention. From all the information at hand it seems that the convention has assisted in making an epoch of intelligent and business like dealing with facts, in which wild,

extreme and revolutionary theories will be judged at their real worth.

After much solicitation congress has at last taken another step looking toward the preservation of the forests of this country. A bill recently passed the house providing for the establishment of reservations for the purpose of improving or protecting the forests within such reservations, or to secure conditions more favorable for an abundant supply of water. Under the provisions of this bill the care of the timber is given into the charge of the secretary of the interior with the power to establish such regulations as may seem necessary to protect the forest from fire or depredation. In case it becomes expedient to remove dead or matured trees he may sell such timber, in limited quantities, to purchasers. The act also provides for the restoration of agricultural or mineral lands to the public domain, and for the transfer of any part of a forestry reservation back to the public domain whenever such change should be deemed for the general welfare. Power is granted for the appointment of the necessary superintendents and assistants, and in case of need the secretary may use the troops to keep intruders off these reservations. As has been the case with every measure brought up for this purpose, there was active opposition to this bill. It was urged that if men were allowed to visit these tracts for the purpose of purchasing condemned timber, they would soon corrupt the officials in charge and thus abuse the privilege granted by the proposed law. It is reported that without this law nearly \$60,000,000 worth of timber has been stolen during the past ten years, and it seems hardly probable that the thieves could make any worse showing when under guard. It may be that abuses will grow up under the proposed plan, but conditions cannot be as bad under it as they now are, and every foot gained in the right direction should be accepted and firmly held. There has been so much indifference on this subject in the past that timber thieves and fires combined have laid waste immense tracts of land that would have been of incalculable value within a few years, not only because of the forests themselves, but because of their being active agents in the conservation of our water supply. There is still enough left, however, to be well worth the saving, and it is to be hoped that this, or some measure of similar import, will speedily be put in force to preserve every acre for the general good.

The Hon. Wm. Butler, one of the newly elected members of the Illinois legislature, is be-

ginning early to reap the readiest reward of greatness in this country, as several of the leading daily papers of the west have been making him the butt of their keenest ridicule almost ever since his election was assured. The only reason for this flood of alleged wit and sarcasm is to be found in an address issued by Mr. Butler a few weeks since, asking his constituents, without regard to condition, to send him suggestions as to what bills he shall introduce during his term of office. No doubt, this offer will bring in return many impracticable and even impossible propositions from the men who have chosen Mr. Butler to represent them at Springfield. It may even happen that some of these propositions would seem ludicrous to the brilliant gentlemen who are so willing to see the fun there is in the actions of other people. At the same time, they only display their ignorance when they attempt to ridicule Mr. Butler's action. He has evidently studied the institutions of his country to some purpose, and, knowing the duties placed upon him as a "representative," and not as a "boss," he proposes to be in a position to perform those duties intelligently. When the time arrives in which all our representatives, both in congress and in the more modest state legislatures, are able to draw this distinction between a ruler and an elected public servant more clearly and are honestly striving to perform only the functions belonging to their positions under our plan of government, then the occupation of the reformer will be gone and our conditions will be as near perfection as is possible under human limitations.

H. G. Prout has been airing his views upon the comparative merits of the railroads in England and America in Scribner's of late. There can be no question but much may be learned by the railroad men of this country through an intelligent comparison of their own systems and methods with those of other nations, and they eagerly accept every honest attempt to give them such aid. No class of men accept more readily criticism meant to be beneficial, but it is questionable if they derive much benefit from the following gratuitous insult to the American conductor, as penned by Mr. Prout:

The guard is found on the station platforms, where he looks at your ticket, opens and closes the door of the compartment, will try to see you well placed, according to your class, then hops into his van, and goes with the train on your journey. He is by no means the important person that the conductor is in the United States, for he has no opportunity to sit with the passengers, to talk politics, or horse, or railroads. He never rises to the rank of captain, as all conductors do in our southern states. He may become a Knight Templar, for all I know, but I never saw him with his waistcoat ablaze with the symbols of that order which so often decorate our own conductors. Doubtless in private life he is a man of influence in his neighborhood, but on duty he is a quiet servant, and his relations with the pub-

lic are purely those of business. He is a tidy man in blue cloth uniform with white metal buttons, and often wears a broad patent-leather strap over one shoulder with white buckle and ornaments. He sometimes carries a small bag, presumably for such papers as he needs to have, and is provided with a green flag as he needs to the engineman as a signal to start the train. Altogether he is a simple, efficient and civil official, and just here is a striking contrast between the men of the two countries.

On the English railroads one never sees the conductor or ticket-seller who scorns you if you ask a question, and gives the minimum of information with the maximum of brusqueness; and one never sees the usher who stands in the gateway and bellows in inarticulate pride, then turns a quid in his cheek, and squirts tobacco juice into a corner.

We do not belong to that class of patriots who believe everything American to be superior simply because it is to be found on this side of the Atlantic, nor to that other class whose members are afflicted with the terrible malady known as "Anglomania." We do not claim perfection for all American conductors. They have their average share of human frailties and doubtless, if the truth were known, some of their brethren on the other side are scarcely ready for translation. It is true some of our conductors merit the description given but their number is small and furnishes no more reason for thus stigmatizing all the members of their calling than may be found in the occasional relapse of a minister of the gospel or the failure of some great writers to tell the exact truth. There are hundreds, yes, thousands of American conductors who are gentlemen by instinct and training; who not only perform their trying duties with ability, but with unfailing courtesy and kindness. They certainly need no defense where known.

The recommendation of the Minnesota Labor Bureau, that state boards of conciliation be appointed for the prevention of labor troubles, is objected to by the *Pioneer Press* of St. Paul on the ground that it is not broad enough to take in all the ills to which flesh is heir. That always conservative journal admits the plan to be a good one, but can see no reason why it should be limited to the troubles of labor alone. Among other things it says:

There are reasons many and forceful why the general system of boards of conciliation should be adopted here for all differences that arise between man and man; and why the artisan and the farmer, the organized and the unorganized labor of the state, the capitalist employer and the empoyer without capital, should be authorized to come before them without distinction of class or standing before the law, simply as good citizens desirous of ascertaining justice and doing it.

The *Pioneer Press* has been for years an earnest advocate of the system of courts of conciliation. These are, practically, boards of local arbitration, authorized by law, before which men who are at odds are to come before they actually go into litigation. To this neighborhood tribunal, so constituted by law as to be as impartial as may be, the parties state their grievances in their own way, without the aid or presence of legal counsel. They tell their own stories simply, with sharp questioning to

bring out the facts. And in a vast number of cases this is all that is necessary to reach an understanding. It will by this means appear to those sitting as judges of the matter that the trouble lies in a misunderstanding, or in ignorance out of which injustice has grown, and that an appeal to common fairness will settle the trouble to the satisfaction of all concerned, and avoid a long lawsuit, the incurring of expenses heavier than all the values involved, and the creation of a bitter personal feud. Wherever such courts have been established, the result has been to diminish litigation immensely.

* * * There is no end of the arguments in favor of courts of conciliation. Only let them be general in their jurisdiction, open to disputants of every rank and occupation, and not shorn of their value and stigmatized at the outset as a form of class legislation.

No one will cavil with this as a statement of general principles, but when it comes to making a practical application of the plan proposed to the case of the railroad man it fails to fit. If experience teaches us any lesson it is that attempts by state legislatures to solve the problems constantly presented to the railroads and their employes have been and must continue to be abortive and inefficient. Under the construction of the constitution at present generally accepted, and the *Press* will hardly question it, congress is given original and exclusive jurisdiction over all matters pertaining to interstate commerce. Whatever percentage of traffic there may be in this country not coming under the designation "interstate" is so insignificant as to be scarcely worth considering. Most of the states have, from time to time, attempted to direct or, at least, influence by legislative enactment the conduct of the roads within their respective borders, but these attempts have not always been followed with good results, and in questions of such general importance where uniformity is essential, would bring about conflict and discord. The only logical course is to look to congress for whatever of betterment the future may hold. Present indications point to the speedy granting by that body of some form of conciliation or arbitration for the settlement of railroad problems, if all the forces favoring "arbitration" as against "war", work together for that end. If the plan should prove successful when applied to the railroad men nothing then could prevent its being expanded to meet the requirements of all the nation. Reforms do not spring forth from chaos "full panoplied," they must have time for growth. We have here outlined the logical course for this reform to take, and would it not be wiser for all to join in thus securing a first step in the right direction than to dissipate the reformatory forces of the country in vain attempts to secure at once what can only come after years of thought and experiment?

COMMENT.

During the course of a speech in the senate, on the seigniorage bill, last March, Senator Stewart said: "I was struck, the other day, in reading the address of the Emperor of Germany to the Reichstag, their legislative body, in which he deplored the condition of the agriculturists, and called attention to the fact that the mortgages were driving the best agriculturists in the land from their homes. The *London Economist*, which is the persistent organ of the plutocracy of England, said it was all very well for the Emperor to have these feelings, but that nothing could be done. The emperor suggested that a bureau be established to loan money to the farmers at low interest. He wanted to bridge over the difficulty. The *London Economist* said that that would only prolong the agony, that with the exceptions of a better government the agriculturists of Germany must accept the conditions of the agriculturists of Ireland; and argued that the condition of agriculturists everywhere must change. There must be a lower grade of living for them; that it was for the stability of government that capital should rule, and that democracy found its home in the rural districts." I remembered that when I read, a few days ago, of wheat selling in the state of Washington for fifteen cents a bushel, and of vast fields of wheat being allowed to go to waste, because the price received for it would not even pay for the harvesting and threshing. Free agriculturists can not remain free under such conditions as that. It is common to attribute such conditions to overproduction, but from the course of events in this country in the past two years, it would be more rational to attribute it to just such a desire on the part of the governing forces as was expressed by the *London Economist*—that capital should rule. The money gamblers, the capitalists, so-called, have succeeded, within a year, in loading the country with one hundred millions of interest bearing debt; and they are now holding a perfect carnival of robbery at Washington, in the effort to get our currency system fixed up so as to make the land of the country furnish them with permanent crops of rent and interest, instead of profitable crops of wheat and corn for the ostensible owners. They will succeed to their utmost satisfaction, of course, for the capitalistic influence is in the saddle at Washington. The government is ready to lend itself to any scheme of capitalistic robbery, while it turns a deaf ear to the cries of the distressed agriculturists; and the rural districts, the natural home of democracy, is rapidly becoming a vast region of distress, filled

with bleeding hearts and ruined homes. Strange spectacle for the inhabitants of a democratic country to contemplate!

* * *

There is nothing truer than the assertion that "the strength of a country lies in its multitude of free and happy homes." The holiest and purest instincts center around the home. From the home proceeds that feeling of patriotism, that love of country, that has made this nation glorious in the past, and has been the life and strength of all nations upon the face of the earth since the beginning of national life in the records of history. The multitude of free and happy homes brought into existence by the enforcement of an agrarian law in the interests of the masses was what made Rome great in the period of her greatness. It was this which produced "those happy times," spoken of by Pliny, when "the earth, exulting to see herself cultivated by the hands of triumphant victors, seemed to make new efforts, and to produce her fruits in greater abundance." And it was the triumph of the monopolists, in setting aside the provisions of the agrarian law and gaining possession of the homes of the people, that turned the agricultural areas of the empire into "great estates," worked by slave labor, destroyed the independence of the free men of Italy, killed the democratic spirit in the people, filled the cities with hordes of proletarians, and finally subverted the empire. Are we to pay no heed to the lessons of history? Are we to permit the natural home of democracy to be invaded and destroyed by the power that now oppresses us? Let us be on the alert to preserve the home of democracy, or before we shall realize the position we are in, the Gracchi will be here; and when they come—if it should go that far without a check—it is altogether likely that the independence of the people will be so far destroyed that they will be no more successful than the Roman Gracchi were.

* * *

This month the government will be called upon to pay the first of the maturing Pacific railroad bonds, amounting to \$2,000,000. This will be followed next November by another \$2,000,000, and there is not the least doubt but the government, in other words, the tax payers, will be compelled to pay the principal of the whole issue of Pacific railway bonds, now rapidly maturing, or stave off immediate payment by means of a refunding scheme of some sort or other. Notwithstanding that the railway companies in whose

interest these bonds were guaranteed by the government are primarily responsible for their payment as they mature, there seems to be no process known to the law whereby they who have erected colossal fortunes out of the profits thus thrown to them, by the aid of the government, may be compelled to assume that responsibility. The faith of the government is pledged, and besides paying the interest on the bonds for a generation past an already tax burdened people are now called upon to pay the principal. There is nothing very surprising in all this. For years past no other result has been looked for. But the circumstance has especial significance and point just at this time, from the fact that another gang of treasury looters are now in Washington for the purpose of securing the government's guarantee for an issue of \$70,000,000 of Nicaragua Canal bonds. The canal looters have borrowed all the arguments of the Pacific railway looters; not one of those arguments has been forgotten. The great importance of the canal to the material interests of the country, the military importance of the waterway, and the certainty that it must shortly become more than self-sustaining, so that the government can lose nothing in any event, are all pointed out as inducements for the government to pledge its credit to the scheme. From all indications it is more than probable that the traffic of the canal would render it more than self-sustaining, and there seems no good reason why the people of the United States should put up the money for its construction, the proceeds of which would go into the pockets of a private corporation. If the government of the United States is to build, own and operate the canal, not only controlling it, but also receiving all of its revenues, there should be no hesitation in pledging the security of the government and completing the work. But with the object lesson of the Pacific railway bonds so clearly in view, it is hard to see how the government can be induced by legitimate arguments to guarantee any more private schemes of that sort. Nevertheless, it is likely that the canal looters will have accomplished their purpose ere this appears in print, for it is they who are just now in control of the government. And these are the gentlemen who so loudly condemn paternalism!

The most sensible thing done by the Federation of Labor was the rejection of the socialist program. It is encouraging to find the spirit of personal independence still so far active in the breasts of workingmen that they are willing to rely on themselves rather than a new set of masters, to deliver themselves from the difficulties by which they are environed. We have arrived at our present condition through a system of legislation which has been in utter defiance of the accepted principles of the economics of individualism, and of the fundamental principles of our government; it does not, therefore, follow that these principles have been entirely abrogated, or have lost any of their force, because certain individuals working in conjunction with the forces of government have succeeded in attaining great power over the destinies and fortunes of their fellows by means of such defiance. However, there is a class of so-called economists who seem to reason that because a comparatively few individuals have successfully and profitably defied every sound principle of politics and economics, all may do so. They, therefore, loudly call upon workingmen to adopt the tactics of their enemies; to ignore the recognized principles of government, and take possession of the trusts and monopolies which their enemies have formed in defiance of those principles. The principles of personal liberty upon which our government is founded are as true now as they were a century ago, as true as they were at the beginning of time, and the true line of reform for workingmen to follow is the line which forces an exact recognition of those principles, not the one which assumes their falsity because they have been ignored. Let workingmen devote their attention to study of the principles of government under which we are living. Let them learn the correct application of those principles to present industrial methods. Finally, let them learn how to use their political power so as to force that application, and they will find that Pacific railway schemes, Nicaragua canal schemes, Baltimore currency plans and socialistic monopoly plans are alike infringements upon individual right, alike inequitable and immoral; and they will then be in a position to attain to the exact conditions which are essential to lasting progress and correct civilization. "B."

BORROWED OPINION. .

P. J. McGUIRE AND THOMAS MORGAN.

Our friends from across the water may find it difficult to understand the hostility which exists between the trade unionists of this country and the leaders of the S. L. P.

The following extract from a public address delivered last Sunday evening in Denver, by Thomas J. Morgan, of Chicago, possibly the ablest representative of the S. L. P. in the trade

union movement, will throw a little light upon those methods of state socialists which have caused them to be regarded with well founded distrust by the trade union leaders.

Mr. Morgan, himself a delegate to the Federation of Labor Convention, used these words relative to P. J. McGuire, the general secretary of the Brotherhood of Carpenters and Joiners of America, a fellow delegate:

"I went to a meeting one night in Chicago and listened to P. J. McGuire, now vice president of the A. F. of L., and one of their leaders. Then he was a socialist. Yesterday, in the convention, he said that he was formerly young, red-headed and foolish, but that now he was old gray-headed and wise. That's all right, he's got a good job now in his brotherhood."

"Don't run down a union man behind his back," cried a voice from the audience.

This interference caused some excitement and Morgan's supporters howled down the interrupter. As soon as he could be heard, Morgan replied:

"I'll speak the truth, no matter who it hurts. I repeat that McGuire has a good job, and no one can deny it."

The speaker went on to tell how McGuire had stood at that time, but said that now he has gone over to the enemy and was fighting for the Carnegies and Pullmans.

"Think of a man standing up for that kind of a thing," he continued; "Great God, see how he is fighting and working and speaking for the capitalists and the monopolists."

While Mr. Morgan may be pardoned some measures of bitterness, because of the defeat of his pet plank ten, in which Delegate McGuire took a leading part, his virulence against Mr. McGuire is in singularly bad taste and its ostensible basis is ludicrously out of kilter.

The real truth is, that Mr. Morgan, in common with other leaders of the S. L. P., is a destructionist in the trade union movement, using it to advance his political propaganda and seeking opportunity to defame and traduce every man who has contributed to constructive work.

The comparison of the work of these two men is instructive, and should be read by those who believe in a creed of deed rather than of profession.

McGuire has done more than any other one man to organize his trade. Morgan is a disorganizer, and is secretary of a union which is but a skeleton.

McGuire has given all the best years of his life to the carpenters, expended his splendid abilities and magnificent physique in their service, with the result that he is growing old without accumulating a dollar. Morgan has preached socialism, and profited by the system he reviles, so that he is reported to be the possessor of more than a competency.

McGuire, year after year, has endured the hardships of a nomad life in the work of organization, giving up the comforts and pleasures of home for the advancement of trades unionism. Morgan's work has been superficial, a speech here and a debate there, where notoriety was to be gained.

As a result of McGuire's labors, over 50,000 of his craftsmen have gained the shorter work-day

and have had their wages increased. As the result of Morgan's labor, the tares of discord have been sown wherever his insinuations could find root against the workers in the trade union movement.

McGuire has been a soldier in labor's army in the thick of the fight, a battle-carried veteran, whose sole reward is to see the gradual betterment of the trade conditions of his calling. Morgan belongs to that numerous class who are full of advice as to how a thing might have been better done—after some one else has borne the brunt of the struggle.

McGuire combines a fund of common sense with the indomitable energy and enthusiasm of the true reformer, which has made his judgment one of the soundest and clearest of any man in the labor movement. Morgan is a theorist, prating of the co-operative commonwealth, with hardly a definite reform advanced by his efforts.

McGuire has steadily built up unionism. The joy of Morgan would be to tear down.

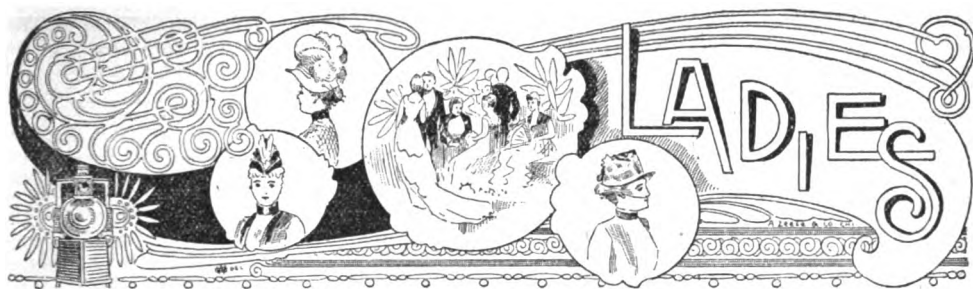
McGuire is a trades unionist, first. Morgan is a state socialist, using the trade union opportunity to magnify his particular hobby.

For Mr. Morgan to sneer at Mr. McGuire because he is a salaried official of the organization to which he has rendered service that money cannot repay, and to further accuse him of fighting "for the Carnegies and Pullmans," may be applauded by socialist fanatics; but the gross injustice of such tactics cannot but arouse the indignation of all true labor reformers, whether socialists or not.—*Labor Leader*.

The defeat of Samuel Gompers for reelection to the presidency of the Federation of Labor is a cause for some regret. He is not an extremist, and has exercised a conservative influence in the labor ranks. It is an education for intelligent and thoughtful men to serve at the head of these great orders, as was demonstrated in the case of Powderly, long the grand master workman of the Knights of Labor. They learn the importance of prudent and saving methods, as opposed to boycotts, strikes, riots and a condition of war. The main body does not learn this lesson so rapidly, and continues to be radical while the chief becomes conservative, and he is dismissed with discredit from the office which he will not prostitute to a desperate service.—*Chicago Herald*.

The labor paper is the keynote of the whole reform movement in the cause of organized labor. It is distinctively an educator, and with its help the workingman may be enabled to put himself on a level with those who now trample him down on account of his ignorance. It is the beacon light that points to a future fall of glorious achievements. Workingmen, patronize your labor paper and read it carefully. You need literature to help you in your cause, and in the labor press you will find that which is best suited to your case.—*New Era*.

Things have indeed come to a pretty pass in the United States when a railroad company is compelled to take off its night trains through the Indian Territory. The government would soon find a way to settle the difficulty if the trouble was caused by strikers instead of robbers.—*Railway News-Reporter*.



GRAND RAPIDS MICH.

Editor Railway Conductor:

It has been quite a time since "Rapid Transit" Division No. 45 has been heard from and some may have gotten the idea that we have ceased to exist, but not so. We are alive and prospering, and why should we not prosper? Since our interests center so largely on the railroad there should be new members added to our number, and a more friendly feeling among conductors' wives should prevail. We live in hopes of some time being able to increase our membership, but it is slow work here.

Our Division has given several socials and hops, which have been pronounced successes, both in point of attendance and social enjoyment.

I think it about time our boys of Oatley Division No. 102 awaken from the lethargy in which they seem to have fallen, and let the Brothers throughout the country know that they are alive. They have one of the grandest orders in the world, and if they stick by their principles and each other, they need never ask aid from any outsider to get what they need or want.

The conductor of to-day is not looked upon as he should be. His is a life of responsibilities, and if people knew half the hardships he has to endure, I think he would be better appreciated. Anyway, we wives know them to be the best and truest husbands. Even if they do flirt with the pretty girls along the line occasionally, their hearts are in the right place.

We have met with a great loss in our Division. I refer to the removal from our city of Mrs. C. G. Smith. It was quite a blow to our young Auxiliary to so soon give up our true and ever faithful President, and the love and best wishes of us all are with her wherever she may go.

At our last regular meeting the following officers were elected for the coming year: President, Mrs. W. Stevens; Vice President, Mrs. W. W. Long; Secretary and Treasurer, Mrs. W. G. Crabbe; Senior Sister, Mrs. H. Brink; Junior Sister, Mrs. C. H. Westover; Guard, Mrs. D.

Matthews; Chairman of Executive Committee, Mrs. W. Wolfe; Corresponding Secretary, Mrs. S. Wallize. Delegate to Grand Convention, Mrs. W. Crabbe.

Now, as the year is drawing to its close, it seems to me this is the time when most people indulge in serious reflection and sober thought. Thoughts as to what the past year has been and what the one to come has in store for us.

What have we sown? Something that will cause us pain and remorse when we reap; or has it been some good deed we have done that will bring us joy and happy thoughts. We often fall short though our intentions be ever so noble. Remember, the world sees not our intentions, but our acts, and judges us accordingly; but how sweet it is to feel that there is "One who knoweth the heart."

Let us remember, we are none of us perfect, no, not one; and if any of us are at fault we will correct, and be willing to stand correction, that we may show those who are prejudiced against our Order that we are banded together to help each other, where help is needed.

Wishing all the Sisters and readers of THE CONDUCTOR a happy New Year.

Yours in T. F.,

MRS. W. W. LONG.

BARABOO, WIS.

Editor Railway Conductor:

We have been organized nearly three years and have elected a correspondent every year, but for some reason our Division has never had an article in THE RAILWAY CONDUCTOR. I think our correspondents were afraid that someone would criticise their letters.

I would like to say right here that I cannot write as good a letter as some of the Sisters, but if they can do better I would be glad to have them make the attempt.

Madonna Division No. 34 is doing nicely, and I think the Brothers of No. 68 have a very good opinion of us, at least they always treat us well

and recognize us as an Auxiliary to their Division, help us at all entertainments and have invited us to install our officers at the same time they do theirs. Refreshments served later in the evening. Are all O. R. C. men like our brothers? They have to have something to eat or they are not happy.

We have not done much in the way of paying entertainments for some time, but we have had some very pleasant social gatherings at different places that made us better acquainted and placed us on more friendly terms with one another. I am ashamed to say that before we organized our Auxiliary I was acquainted with but a very few conductors' families. I heard one conductor remark the other day that he would not have the Auxiliary fail for any money. That does not look as if they had no use for us, as another man told me when I asked him if his wife was not going to join us. He said: "No, the place for her is at home. I do not think it any place for a woman to belong to any secret society." I am sorry for his wife.

I am watching THE CONDUCTOR to know when they organize an Auxiliary in Battle Creek, Michigan, as Michigan is my old home and I would like to visit an Auxiliary at Battle Creek when I visit my parents' home near there.

I will close by hoping our correspondent will see this letter in THE CONDUCTOR and will be so ashamed of it that she will write a better one for next month herself. Yours in T. F.,

MEMBER 34.

PORT HURON, Mich.

Editor Railway Conductor:

Michigan Division No. 32 is still alive, although we have been driven from our birthplace. We are getting somewhat used to our new quarters in Arcanum hall. We have had some very pleasant meetings lately, and hope they may continue to increase in numbers and in interest. Since I wrote you last our President has been able to be with us, also our Past President, and their presence was a great encouragement. One face we miss from our circle, that is Sister Loveland, who is confined to her home caring for her sick husband. She has our sympathy, also our earnest wishes for his speedy recovery. There are other faces we miss that I fear have not even the excuse of a sick cat or dog to keep them from us. Sisters, do come out; let us all work together for each others' good. I think if the Sisters would attend every meeting they would take more interest and in that way derive more benefit from our O. R. C. Let us begin the new year with the de-

termination that we will make ourselves a name for good works that will be remembered in railway circles.

At our last regular meeting we elected the following officers for the ensuing year: President, Mrs. Sarah Daniels; Vice President, Mrs. Annie Reed; Secretary and Treasurer, Mrs. Franc. Whiteman; Senior Sister, Mrs. Flora Hemmingway; Junior Sister, Mrs. Stella Atkins; Guard, Mrs. Jessie Deforge; Chairman of Executive Committee, Mrs. Helen McIntyre; Correspondent, Mrs. Franc. Whiteman; Delegate, Mrs. Minnie Woodward; Alternate, Mrs. Flora Hemmingway.

With kindest and best wishes not only to all L. A's to O. R. C., but to all O. R. C's, I remain yours in T. F. MRS. FRANC. WHITEMAN.

TOPEKA, KAN.

Editor Railway Conductor:

It may be that some of the readers of THE CONDUCTOR would like to hear from Western Division No. 33, L. A. to O. R. C. Although it has been some time since anything has appeared from one of our number, we have not been idle. A fair amount of prosperity has attended our efforts and we start upon the work of the new year feeling greatly encouraged. Not long since we gave a New England dinner for the benefit of the Orphan's Home. The attendance was large and we were kept busy serving our friends from half past five until half past eight. The smallness of our numbers made the work more difficult but we enjoyed it, especially when it had been definitely determined that we had succeeded in realizing a handsome sum for so good a cause.

Yours in T. F.

E. E. F.

BARABOO, Wis.

Editor Railway Conductor:

Having been elected corresponding secretary for Madonna Division No. 34 L. A. to O. R. C. I will try and give you a short message regarding our prosperity if you will spare me a little space in THE CONDUCTOR. We met December 13 last and the following officers were elected for the ensuing year: Mrs. A. W. Squires, President; Mrs. A. B. Robbins, Vice-President; Mrs. J. Schroffer, Secretary and Treasurer; Mrs. F. W. Kimball, Senior Sister; Mrs. W. Frenze, Junior Sister; Mrs. H. Ward, Guard; Mrs. A. R. Molly, Chairman Executive Committee; Mrs. J. R. Filkins, Corresponding Secretary. The above list is comprised of new officers with the exception of President and Secretary and Treasurer. The

election passed off very pleasantly and all went home feeling greatly gratified with the selections made. On December 17 we met and had a joint installation of the L. A. and O. R. C. There was quite a large attendance, making it an enjoyable event. The O. R. C. were called to order by Brother Frenze, and after installing their new officers, adjourned for the ladies. The Auxiliary was called to order by the President, and proceeded with the work of installing the officers-elect, the work being accompanied by a grand march, played on the organ by Sister Goude. The ladies received several compliments from the Brothers for their good work. We were then all called to order by Brother Frenze, who favored us all with a few remarks, after which he called on several of the Brothers and Sisters, all of whom responded in their happiest manner. The rest of the evening was spent in card-playing and visiting with one another, as some of our members do not play cards, and then refreshments were served. The evening passed away, we hardly knew where, but at last we went home feeling as though we had spent an enjoyable time together, and hoping we all may meet again soon. We hold our meetings every first and third Thursday of the month, at 2 o'clock p. m., in the O. R. C. hall of the Y. M. C. A. building.

Wishing you all a happy New Year,

Yours in T. F.,

"DIVISION 34."

MEMPHIS, TENN.

Editor Railway Conductor:

It may be that some of the Sister Divisions are saying: "What has become of the Bluff City Division, No. 29?" We have been a little negligent in the past, but will try and make up for lost time. At our last meeting we elected our officers for the new year, but have not installed them yet.

The day after Christmas, Division 175 had their installation of officers. After the installation the ladies and gentlemen were invited to the dining room, where a sumptuous banquet awaited them, which had been prepared by the ladies of the Bluff City Division. We had such a large crowd that it was impossible to seat all at the first table. While the invited guests and officers were enjoying the good things to eat, the others amused themselves by dancing. Everyone seemed to enjoy the occasion and the supper also; if they did not, it was not the fault of Mrs. Learnard and Sebring. Even some of the absent Sisters, who were sick, were remembered by Mrs. Learnard, and some of the good things sent them. We had the pleasure of having a bride and groom

with us that night, Mr. and Mrs. Learnard, Jr. The bride looked just as sweet as possible, and if you judge people by their good looks, I think the lady has made a good selection in her partner for life. Mr. and Mrs. Harry McDonald were also with us. A locket was presented to Division 175 by the ladies, to be voted to the most popular conductor. It went to Brother Learnard, the retiring Chief Conductor.

Wishing you a happy New Year, we remain,

Yours in T. F.,

BLUFF CITY DIV. NO. 29.

CUMBERLAND, MD.

Editor Railway Conductor:

Owing to the illness of her husband, Sister Dunlap has not been able to attend to her duties as correspondent, and I will attempt to represent Maryland Division in her behalf. The following officers have been chosen to preside over us during the coming year: President and Delegate to the Convention, Mrs. A. C. Schmutz; Vice President, Mrs. L. Law; Secretary and Alternate Delegate, Mrs. Charles Schmutz; Senior Sister, Mrs. L. Rephan; Junior Sister, Mrs. G. W. Messman; Guard, Mrs. C. E. Walsh; Chairman Executive Committee, Mrs. J. S. Knee; Correspondent, Mrs. J. W. Walsh.

We held a joint installation with Cumberland Division and had the pleasure of hearing excellent addresses from Brother and Sister Taylor and Brother Schmutz. Refreshments were served immediately after the exercises and were greatly enjoyed. Our retiring Secretary, Mrs. J. W. Walsh, was presented with an elegant hall lamp, in appreciation of her services, and you may be sure it was appreciated.

Sister Messman, who has been ill for three weeks past, is now able to attend meetings once more.

Our little Division stands at eighteen members, with excellent prospects for three or four additions in the near future. We have not gained in numbers as fast as we should, considering the size of 263, but we commence the new year with money in our treasury, and feel confident that our present workers and our beneficial fund of \$2 per week will bring us valuable additions.

With sincerest wishes for the continued prosperity of the O. R. C. and L. A., I am

Yours in T. F.,

MRS. J. W. WALSH.

SUNBURY, PA.

Editor Railway Conductor:

The home of our Brother and Sister Kesty is

in mourning, they having been called upon to part with their babe on Christmas last. We all extend our condolences, and trust the stricken ones will find solace in the love of the Lord, who does all things for the best. I also regret to announce that Sister R. Kline has been quite ill. She is now improving, however, and we hope to have her with us again soon. Allow me to return thanks for the many kindnesses of the Sisters during my own recent illness.

Our membership has increased but little during the past season, owing to the hard times, but our meetings have been full of interest. Still, we would be glad to have the Sisters turn out better, as it would add to the interest for all. There are some kickers on our list, but they are a blessing, as they keep us alive and give us new sensations. They have opinions, and express them. We would like to have the Brothers of 187 take more interest in us and help our work along by urging their wives to join. We pay a sick benefit of \$1.50 per week after the first week of sickness, and that should help to increase our membership.

Yours in T. F.,

MRS. J. H. E.

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FORT WAYNE, IND.

Editor Railway Conductor:

Kekionga Division No. 51, L. A. to O. R. C., is now six months old, and I am pleased to say, doing very nicely, though we hope to do a great deal better in the future.

At the present time one of our members, Sister Elliott, is suffering from a great affliction, having been called upon to give up two of her children. On Sunday morning little Freddie died of diphtheria, and on Tuesday was followed by his only sister. Both Sister Elliott and husband have the sympathy of our Division, and we all pray that their remaining child will be spared to them.

The following officers have been elected for the coming year: Pres., Mrs. Chas. Schofield; Vice Pres., Mrs. C. N. Taylor; S. & T., Mrs. C. W. Ziegler; S. S., Mrs. W. P. Kitzelman; J. S., Mrs. H. Taylor; G., Mrs. S. M. Oaks; Delegate, Mrs. W. King; Alternate, Mrs. James Craig; Cor., Mrs. Del. Elliott.

Hoping this will be a prosperous year for us all, I remain,

Yours in T. F.,

MRS. CHAS. ZIEGLER,

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MEMPHIS, TENN.

Editor Railway Conductor:

Some time has elapsed since Division 29 has been heard from through THE CONDUCTOR. Our President, Sister Dustan, left us in October and

has taken up her abode in a colder clime. We have been trying to reconcile ourselves to the loss.

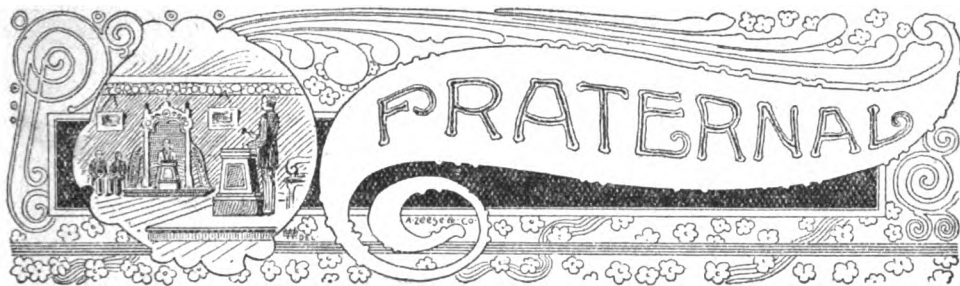
On Wednesday, the 19th, at our regular meeting, we elected officers for the ensuing year: Pres., Mrs. W. H. Sebring; Vice Pres., Mrs. W. B. Learnard; Sec. & Treas., Mrs. J. C. Perkins; Sr. Sister, Mrs. W. W. McCreary; Jr. Sister, Mrs. C. E. Cook; Guard, Mrs. J. S. Williams; Cor., Mrs. E. T. Edmonds. We will install our officers on January 2.

Each member seems determined that the ensuing year shall be one of greater success to our Order. The past month we have had good meetings and greater enthusiasm among all the members. With a continuation of this energy we hope to wear the medal another year. We have several applications to be voted on at our next meeting, and others that will come in before another month.

On the evening of December 26 the members of Division 175, O. R. C., held their installation of officers. After that impressive ceremony was over and a few timely speeches made, the doors of the adjoining hall were thrown open and a feast that would tempt the gods was spread, the ladies of the Auxiliary having provided a banquet to our O. R. C. Brothers. The tables were artistically decorated and every delicacy of the season was most bountifully provided. Turkey with oyster dressing, turkey plain, boiled ham, baked ham with wine dressing, chicken, turkey and salmon salads, dressed eggs, pickles, jellies, celery, home made bread, beaten biscuit, coffee, cocoa, cakes of every description, the newest styles to the old fashioned genuine pound cakes, ice cream, fruits, etc. Everyone seemed happy. The band played such soul-inspiring music that but few could resist the appeal to "come dance this set." A jollier, happier gathering never met in those halls. The oldest grew young for the time being and lent every energy to make the entertainment a success, succeeding beyond the most generous expectations.

A handsome gold locket was voted to the most popular conductor, Bro. Learnard being the fortunate one. Then some of the elegant cakes and turkeys of the over abundance were auctioned off, many being donated to the "Children's Home," thus making glad the hearts of many absent ones as well as those fortunate enough to be present. Such happy assemblages are conducive of much social good feeling. They bring us nearer to the great aim of our organization, and we start the new year with the full determination to strive for continued and greater success.

Yours in T. F., A. P. S.



CHICAGO, ILL.

Editor Railway Conductor:

In the December issue the editor propounds a question. He says, commenting on the action of the P. & R. Railroad Company, by which workmen are deprived of their natural, and in these days indispensable right, of membership in a labor union, and the legalizing of that action by their too-willing Judge Dallas:

"There can be no doubt that by earnest and undivided effort the passage of such law as may be necessary can be secured. Labor has the power and the opportunity. Will it use it?"

There can be no doubt of the mighty significance of that question from a trainman's point of view. Let us answer it in the Fraternal Department and make of that department what it ought to be—a collection of our offerings for the general good of the Order; a reflection of ourselves, or better, a sort of composite likeness of our several Divisions, from which we may learn to know each other and what we need to strive for—not individually but collectively. The editor answers me that he will gladly find space for the purpose.

My answer to the question is that though we may now overlook our opportunity, we shall sometime soon be called upon to use our power, and that we will use it *because we must*, in obedience to the simple law of self-preservation. But that does not settle it. I am but one of our democratic organization. I have closely observed the movements of labor unions, however, during the thirteen years of my membership in the Conductors' Order, and have studied also the methods of our betters—those who kindly permit us to work for them, if they do permit us so to do—and I will not surrender my opinion except to him who *reasons* me out of it.

"There can be no doubt that by earnest and *undivided* effort (and in my quotation I take the liberty to emphasize 'undivided') the passage of such laws as may be necessary can be secured." That assertion, with *undivided* in italics, has never been doubted. It is the fundamental truth out of which have grown the ever increasing

armies of Europe, the clamor of monopoly for an increase of our own. It is the fundamental truth in recognition of which, and because of its wider understanding among working men, that leaders are cast into prison by legal process that makes of Justice a shameless hussy, the property of those who have the price.

Years ago they ordered us to disband or quit. We banded together the more closely. When the "Q" strike, in '86, was thought to be as good as won by the engineers, our leaders were threatened with trial (by jury in those days) in a federal court. They defeated us but they did not divide us, as they hoped to do. The seniority scheme was devised, and that, together with the constantly increasing use of air, not only added very many new workers to our list of competitors for what jobs there are, but has made us in the train-service all of a kind—all brakemen. And the mixing of us up in the ever fiercer struggle for the mere chance to work naturally tended to relax our grip on the old class prejudice which still goes by the politer name of conservatism—the high trump card always held by the railroad companies in their game of playing each class against all others. This card was played as usual, in the beginning of last summer's strike, and while it still called for the trick by all the rules of the game, it ran up against the condition of which I have just spoken, against a general suspicion that something was crooked, and its authority was disputed. Then came the most magnificent play in the history of this government—or of any other, for that matter. You know how to play cards. When your turn comes to play the clincher you lift your hand high and lam down the card with a grunt and a thump that leaves no doubt of your determination to make it win. Well, when the General Manager of the General Managers' Association played in rapid succession the Federal Judges and their injunctions, the Attorney General and his Marshals, and the President with his army, the thump of his knuckles resounded from Maine to California, while we sat paralyzed.

Now this play was the very antithesis of con-

servatism. It was new in all its parts; and in all its parts its authority is derived not so much from the law and the constitution, but rather from the individual politicians involved in the play. This is made plain by the fact that many judges, with precisely the same rights as those who issued the injunctions and fixed the punishment without trial by jury, have declared their opinion that the act was without authority of law. Many more, whose function it is to construe the constitution, declare that that peculiarly flexible and absolutely rigid instrument provides expressly that the President *shall not* have the authority to use his military force under such conditions as then prevailed. The law under which the Attorney General pretended to act was enacted but a few years ago and was intended to apply to trusts and such commercial combinations in restraint of trade. He had already declared that in that much it was unconstitutional and beyond the power of Congress to enact.

Now, all this is not conservatism; it were flattery to call it radicalism. It approaches so nearly to pure anarchy that it may, with but little aid of your imagination, serve to illustrate the condition of a people without government, without law; the whole power in the hands of those who happen to be in possession of the guns.

It is hardly necessary to point to the recent action of the P. & R. company to show that all workingmen are in the same boat. Push a workman off the edge of Hungary and he drops into a Pennsylvania coal mine, only to splash out of that mine an American who lands up against you in competition for your job. All workmen are in the same boat; and their stupid conservatism—lauded by newspapers, politicians and corporation managers as intelligent patriotism—is the only obstacle to its successful navigation. Half of us are free trade democrats, though we don't care two cents for free trade and don't know what it is. The other half are protection republicans, though we know nothing of protection, except that it protects somebody else and we are expected to be glad of it. Half of us will sail our boat in one direction, the other half insist on going in the opposite direction. Thus we are always there, just where the politicians can put their hands on us when they need us at election time. We give one gang half the votes, the other gang the other half, and that is the beginning and the end of our great American citizenship—except for the ridiculous privilege of petitioning these politicians for favorable laws, which, if they are not denied, are enacted only to be promptly nullified by the courts. Why not make our own laws? We have a majority of the votes; that is our power. Our

opportunity is the fact that enough of us are willing to go in one direction to make it reasonably certain that by going *with* them we can regain our place and our rightful share in the government and in the good of this republic. The action of the politicians in support of the pretensions of the corporation managers deprives us of all chance of a successful resistance of whatever may befall us, by the old methods—has left us to drift about in that old bulk, divided into two equal parts politically, for the accommodation of the politicians; into dozens of lesser parts to be the easier managed by our capitalists; each individual engaged with every other of his kind in an unbrotherly struggle for a chance to work, to live, where the chances are each year fewer and the strugglers more.

We must do something. What? If you are interested in the policy of the Order think out an answer to the question and let the rest of us hear it; or move in your Division that it be answered there.

Yours truly in P. F.,

BROTHER.

CEDAR RAPIDS, IOWA.

Editor Railway Conductor:

In reading all that has appeared in this department of late, relative to payment of disability claims, one might be justified—if he did not know better—in concluding that this question had never been given proper thought or attention by our law makers in the Grand Division. By reading the proceedings of that body we learn that much time has been devoted to exhaustive discussion of it and the chain of intelligent presentation of facts as they have faced us and the results of experiments made in this direction which have led up to the adoption of our present law, is very complete. The facts are, that the Brother who, fired by sympathy for an unfortunate one with whom he is personally acquainted, declares that the law should be more liberal; that provision should be made for payment of disability claim when the member is unable to run a train, or some other similar and impossible suggestion, is one of those who have been clamoring for a reduction in the cost of insurance, and he would, in common with very many more, find it a severe drain upon his finances, if not an impossibility, for him, to pay the additional assessments which must of necessity follow the adoption of a more liberal basis of payment of disability claims. All the money paid into the Benefit Department goes to pay the claims against it, or to pay the moderate expenses of conducting its affairs. No reserve fund or large treasury balance is being built up, and it is as clear as day that if we pro-

vide for the payment of more claims we must prepare to pay more assessments.

It also seems to me that it is especially desirable that we have a law governing the payment of disability claims which, like our present one, allows of no question of difference of opinion as to when a member is disabled under the law.

I have found some amusement in figuring the proposition offered by "Toledo," in the December CONDUCTOR, out to its logical conclusion.

He proposes that when a member has continued uninterruptedly his membership for a term of ten years he shall be allowed to draw out one-tenth of the amount he is insured for. At the end of fifteen years he is to draw another tenth, and so on with each additional five years. Now, if a member is insured for \$3,000, he will pay in ten years on assessments (on the basis of fifteen dollars per year per thousand of insurance), \$450. Under Toledo's plan we would return him \$300, and we would have furnished him insurance in the sum of \$3,000 for ten years for \$150. In the next five years he would pay in \$225, and at their end would again draw out \$300, having had \$3,000 of insurance for fifteen years for \$75. In the next five years he would again pay in \$225 and at their end would draw out \$300, which would just even matters up, and he would have had the insurance for twenty years for nothing, while the Benefit Department would, if he continued to pay his assessments for a short time longer—as he surely would, the department having furnished the money—owe him \$2,100, for which he would have paid nothing but the assessments accruing after he had been a member for twenty years.

Toledo says: "Think of the amount of good this one, two or three hundred dollars might do some deserving Brother," and answers the question as to where all this money is to come from by saying: "Make an assessment to cover it." That might do for the one, two or three hundred, but if the money paid in is to be returned, where is the money to pay the claims to come from? Where is the \$2,100 the department would be making the member a present of, to come from? How long would the boys rest easy under taxation for such purpose? Why, if it were possible for every one of the present members to continue as members for twenty years, the department would have to return all they paid in and would owe them the modest sum of \$27,300,000, and would have had to provide the necessary funds for the conduct of the business besides.

It won't work; if we depart from business principles we will experience bitter and unsatisfactory results. Yours in P. F., AUDITOR.

TUCSON, ARIZONA TY.

Editor Railway Conductor:

"Give unto me, made lowly wise,
The spirit of *self-sacrifice*;
The confidence of reason give;
And in the light of truth thy
Bondman let me live."

W. W.

We have just entered upon a new year; let us begin it aright; let us burn the chaff of last year (of which we had plenty), keeping but the wheat. If the future means anything to our Order, this should be the turning point of our existence. There is no use to mourn over the mistakes of the past or grieve at its failures; they are beyond our reach. Let us lay the true foundation of success by individually practicing self effort. Strike out for a new country. "Land" and burn the ship, that return will be impossible. Self-effort is the first great principle of growth. Let each member act a true part towards the Order, keeping self-effort ever in view, and our success will be surprisingly rapid. In a successful life all must have a standard to live by. Let us make our Order ours; it might be made a hand companion of religion. Some may claim that religion is the right and only standard to live by. It is to those that are inclined towards it, but such fail to build secular character. Cranks, bigots and enthusiasts possess good traits, but handicap the cause they support. Religious and moral codes fail to command the respect of many people, because they do not furnish a secular standard to live by, in a way capable of elevating and broadening that nature which is implanted in all human beings. It is not wise to say anything against religion, but everything for it; but the truth remains that we are superstitiously drawn to it in times of fear and distress, and drift from it in periods of success. Our Creator does not do for us that which we can do for ourselves, so if He has given us religion, we should not expect more than He has given.

The great secular boons for mankind are found by man's efforts. We should draw our forces of education in this respect from the world around us. The surfeit of success, or the debasement of crime, never can reach that extreme where the yearning for true character is entirely dead. Moral paralysis is never complete. Self-effort is the great lack of human nature, and yet is the most essential element in character. There are millions of poor people in America, and as a rule where self-effort is lacking poverty begins. Character fails or wins on the same line. As we talk to those about us who show by every word and act the possession of this palpable fault; and

when we see the lines of failure that follow in its wake, we are surprised that on so slight a thing hinges the smallness of the lives of the masses of mankind. In practicing self-effort we should give strict attention to the minutest details, seeking to touch the same well-spring in others. This is not done by appealing to man's moral nature; if you do, failure will surely result. To soothe the wounded we should not lift them by their wounds. The slightest finger touch on the moral side of most men would be painful. We should be careful in this. It is a difficult thing to apply one's self, especially by a voluntary act of the will. An employe does it from necessity, and is therefore a slave. I hope to see our Order become hopelessly entangled in the toils of a glorious resolve to develop true greatness. I hold that as it is it comes far short of being abreast of the times. We are living in the spirit of a past age; our cause is handicapped by the existence of trusts, combinations and capitalistic associations. The free access to special trains, telegraph lines, our halls of legislation, and standing defiance of our country by those controlling the interests through which we earn a livelihood, have placed us behind the scenes. Let us reconstruct the standard we are obligated to support to the end that we be able to cope with the barricades that have walled us in in the past. The principle involved is founded on the accumulated experience of the past ages; the greatness of one generation is built upon the greatness of the preceding generation. Let us take our greatness of the past and build anew thereon, bearing in mind the things we do are ourselves. Great men leave behind them in words and deeds the very pith and essence of themselves. In so far as we have laid the true foundation of success in the past we will find our future progress less difficult. Let us be earnest in the cause. There are a class of men who are very weak, to whom an obligation, however sacred, is never binding, in this respect would sell their honor for a dime. On the other hand, there are noble types of men whose slightest word is good as a bond, whose oral promise for a million would be honored if it took the last dollar to pay. Between these two extremes let us hope to find the most of our membership, with as many as possible in the latter class. There is a spirit of fairness due to ourselves, which should prompt us to protect our own interests and those depending upon us. Are we doing this? When we meet for counsel in our subordinate and Grand Divisions, let us individually put forth our best efforts for good of a general character. We are too often prompted by selfishness. There are a class of

men, not the off-scouring of creation, but a better class, and a growing one, too, who allow selfishness to abuse the power vested in them by those they represent. We should never send selfishness to our councils and expect general good and true greatness as an offspring. We must give deep thought, broad-minded intelligence, men of true character, full sway, if we expect to see that which is detrimental and obnoxious to the right thinking majority disappear from our statutes.

True greatness requires of us individual self-effort, self-control, and self-denial. The present age is one of hurry and excitement. We must guard ourselves, as into this whirl are carried the great geniuses in all the departments of life, while the "littleness" of the wage-earners of the middle and lower ranks is almost deprived of the hope of outgrowing itself. We do not have to cast about to find some illustration of this fact in others.. Self-study will sufficiently prove it to us. Are we not constantly yielding to the limitations of our power? There is always a reluctance to believe that anything will happen that never has happened; yet I believe the labor world to be on the threshold of stupendous discoveries, and the intellect of man must grasp more of the knowledge of life itself if it would keep pace with the progress going on around it. We are but learning our true position in the world. We must get a more intimate knowledge of what we are to the success of a great nation; we must learn to control our capital (labor) and increase it in power to intensity. Then we will finally learn that it may be used as a giant in the great battle for recognition, existence, and life, and our efforts of the past, dimmed by failure, will then be regarded as the stepping stone to a more solid success.

Yours in P. F.,

ROBT. DUNCAN

CHICAGO, ILL.

Editor Railway Conductor:

The question with which Mr. Borland begins and ends his interesting article, "Why do we maintain state government?" seems to me ridiculously easy; but his evident earnestness constrains me to forego the flippant answer on the end of my tongue, and to admit that deep down beyond the profundity of my investigation there may be an all-sufficient reason to leave the conundrum to a longer head than mine. But I should like to relate a little story of recent occurrence to illustrate our most apparent need of state government; and shall in advance disclaim any intention of asserting that my argument stops all further discussion of the subject or that it knocks the legs from under the single-taxers.

Probably the most remunerative, if not otherwise the most important function of our state legislature, is the selection of recruits for the United States senate. Now, the candidacy of three millionaires for one vacancy soon to occur added unusual value to the honor of a position in the Illinois legislature just elected. A gentleman whose name I shall change to the Hon. John F. O'Maulem in deference to the non-partisan character of THE CONDUCTOR, having served one term in the state senate with never a hint of disapproval from his constituency, and being on his regular party ticket for re-election, was properly confident of his personal success, regardless of the vicissitudes of his party collectively.

Landslides are not respecters of persons, and the Hon. Mr. O'Maulem was overwhelmed with the good and the better, the bad and the worse, and when, late at night, the counting of the ballots made it clearly evident that he was not in it, had been ignominiously, wantonly "trun down," as he afterwards explained to the newspaper reporter, he was dead sore; and he shot the bartender because he could not endure the added aggravation of an insistence that the last round of drinks be regularly paid for after having "coughed up" three thousand lovely dollars among the boys.

He sent two bullets after the hackman as he sat on his box, and got him in the leg with the second—the hackman in whose way the Hon. Mr. O'Maulem had "trun" hundreds of fares during his very successful political career. Now, I haven't said this to disparage the character of the Hon. Mr. O'Maulem. But I want to point out our need of state government, and more of it—enough to go around.

In these days of centralization and trust—well, trustification—it is easily seen that the tendency is to curtail our opportunities so rapidly that if we do not assert the rights of the outs the end of the next Federal administration will find us on our knees in supplication for something to do, or desperately shooting out our saloon bills and hack hire. We should subdivide our state governments—not, of course, often enough to give everybody a place in the legislatures, but to give everybody, no matter what his party, adequate representation by a politician whose pull will be available for a job and for protection from police interference. The senatorial candidates should be required to pass through a series of legislative bodies. They have money enough to stand it, and bread thus cast upon the waters would go far to satisfy our simple piscatorial wants.

A member of the United States senate, in a speech defending the President's unwonted inter-

ference in the saccharine tariff discussion last summer, referred to him as representing more than 5,000,000 voters, as if that were a good many. It would be interesting to know by what natural right the other 5,000,000 voters and the 60,000,000 non-voters are left unrepresented; and infinitely more so to know just how many the senator himself represents in this representative government—whether the number exceeds that of a bare majority of his state legislature, or one or more corporations, or just his own "well-heeled" self.

You among my Brothers who are now running a train have no positive assurance that you will have a train to run to-morrow; and if you have been long enough in the service to have sprinkled your hair with gray, and have not withal that high-shouldered, husky, 22-to-30-year-old appearance so desirable in a brakeman, you will need to do your "commencing over" in some other service, and you will at once discover a lack of room in the productive occupations. The people of this country are rapidly learning to appreciate the economy of last year's hats and the possession of but one suit of clothes, since they are not obliged to go to church—and what is the use of keeping an army of workmen employed in the production of things that will not be consumed? An expansion of our governmental system would supply a sufficient number of easy political jobs to relieve the strain of competition among the producers and would the more widely distribute the political pull, without which the poor man has so little show.

I wish you would ask Mr. Jose Gros by what rule of logic he reduces to such a laughable absurdity Mr. Stuart's proposition that the services of the so-called middle men are useless to society. He says: "Socialism would tell all our middlemen to abandon their shops and stores in order to make clerks out of them in some formidable county establishment;" and then, intending to cover the socialist with confusion, he asks, "Is it anything but one of the most laughable, childish, ludicrous, fantastic conceptions that the mind of man could ever concoct?" All this in face of the fact that a stronger force than socialism—monopoly—has already ordered the middlemen from their shops and stores, and they must and do obey. A few years ago the legislatures of several states contiguous to this made laws expressly to preserve the existence of a class of middlemen whose function it was to supply certain food products to consumers; but the United States Supreme Court, of course, promptly pronounced the laws unconstitutional and bad, and now the few middlemen engaged in that interesting occu-

pation in those states are virtually agents of a Chicago trust. When you have saved up money enough for a new hat, you do not go to the man who makes hats to buy it; you go to the dealer, he goes to the wholesaler, he goes to the jobber and he gets it from the maker and passes it back to you, who in common decency are expected to give each of them a trifle for his trouble in your behalf.

The trusts have demonstrated the uselessness of these people, but as yet have betrayed but little if any concern as to what becomes of them after being frozen out. That is one difference between socialism and trustism. Another difference is a trust can, and does, in payment for a valuable concession from a foreign power, dictate an extradition treaty that makes of our boasted love of civil liberty a mockery, an outrageous lie, while the socialist could have no motive for such an act.

How is this for patriotism? It's an interview with President Stewart of the United States Trust Company, in the New York World, explaining his method of securing the entire issue of the \$50,000,000 government bonds just placed. Mr. Stewart says:

"It was a matter that caused a good deal of worry and anxiety. The first point after I had made up my mind to help the government [O, my! O, my! O, my!] was to look about and find out where the gold was. The point was to get people to go in who had gold and would not draw on the government for it [O, my! O, my! O, my!]. After I had made a list of the names of those I wanted, [He did not emphasize the pronoun but he is too modest,] I began with those who would be towers of strength if I succeeded in getting them—such men as Pierpont Morgan. One of the greatest difficulties was to keep out those I did not want. When the news of what we were about got out there was a rush of people whom it was hard for me to refuse. [They rushed to the sacrifice.] Another difficulty was with those who were asked in and then wanted more than the number of bonds we assigned them. [Just a tinge of human selfishness to mar the beautiful spectacle.] Now, I had no means of knowing absolutely, but the information came and I was able to tell, with a great deal of accuracy, what would be bid. It is a fortunate thing all round that the bonds are held by our party. When they come into the market there will be no cutting of prices. [That's the beauty of cornering things.] And the fact that the syndicate holds all means more profit, and there will be a good profit in these bonds."

What carries this touching exhibition of patri-

otism straight to the heart of the great mass of intelligent American voters is the recollection that the first Associated Press feeler sent out from Washington was to the effect that the administration might soon need to borrow fifty or possibly a hundred million dollars in order to sustain our national credit, if indeed our credit was not already so far impaired that nobody could be induced to lend at a reasonable rate. When that had been thoroughly rubbed in by the ever complacent press it was followed by a string of interviews had with the leading bankers of New York, wherein they announced their unanimous intention of letting the government take care of itself. And then by the trip of a treasury official to Wall street; and now, now we fall blubbering, sobbing on each other's neck and renew our faith in the patriotism that we shall soon again need, when the next congress, the one just elected, will have given \$100,000,000 of our credit to dig Mr. Warner Miller's canal, his Nicaragua canal, with which he promises to forestall England's invidious scheme to subjugate our land of the free and home of the brave—and intelligent.

From Pennsylvania, where Trainmen trim their whiskers by bulletin order, comes the wail that the law requires them to disorganize or quit. The decision of Judge Dallas is not more surprising than the fact that Pennsylvania Trainmen persist in organizing when they know their organizing annoys their betters. It was a Pennsylvania judge who held that the Pinkerton navy sent from without the state to squash the strike at Homestead was not an armed force from without, for the reason that while crossing the state line their arms were still in their boxes and not in their hands.

Here is a little clipping. I should not ask anybody to believe it just because Longfellow said it, but it is beautifully said and probably true:

"Were half the power that fills the world with terror,

Were half the wealth bestowed on camps and courts,

Given to redeem the human mind from error,
There were no need of arsenals or forts."

Yours truly in P. F.,

"S."

[It is but just to "S." to say that this letter was crowded out of the December issue.—ED]

ELMIRA, N. Y.

Editor Railway Conductor:

I can't help writing a few lines for THE CONDUCTOR in regard to Growler, of Columbus, Penn-

sylvania, or Growler No. 2, of Denver, after reading the contribution of our good Brother Lewis, of No. 9, in regard to our insurance laws. Now, I don't know of any Brother that is better acquainted with Brother Lewis than I am. I railroaded by his side many a year, and we have been bosom friends from boyhood up, and I must say that any Brother with an arm off or a leg off is worth a dozen men like Brother Lewis. I visit him every Sunday, and know just how he is handled. It is impossible for him to walk a step, or even stand up alone, and still he could not get a dollar from our insurance, as the law is now. Why shouldn't we want a change? Haven't Growler No. 1 and 2 got a right to kick if they want to? But, Brother, your kicking in THE CONDUCTOR don't do any good. Do it in your Division, and have your delegate instructed to go to the Grand Division for what you want. Now, I know pretty nearly what I am saying. I know that there are many more ailments that cause total disability than the loss of an arm or leg, for I have run a train the last twenty years with one arm, and that the left, and am still running a train to-day, and have a friend on the same Division running a train with a leg off above the knee, and we both could get our insurance if we had belonged to the insurance at the time we were injured, and as the law is now, but Brother Lewis couldn't. So when I see him I can't but think how much better off I am than he is. I go anywhere, and do anything, with one arm, that any Brother can do with both arms. The delegate from No. 9 will go instructed to try and have the laws changed so that a Brother afflicted as Brother Lewis is, will have some help.

Yours in P. F.,

C. E. S.

DENNISON, O.

Editor Railway Conductor:

Dennison Division, 278, is still doing business at the same old stand. December 4th officers were elected as follows: W. J. Conley, C. C.; A. J. Pumphry, A. C. C.; Wm Reese, S. and T.; W. E. Russell, S. C.; H. E. Griffin, J. C.; I. N. Oliver, I. S.; T. A. Sell, O. S.; Wm. Reese, Delegate, and Bro. Conley, Alternate. All are well pleased with these gentlemen as officers, and hope Division 278 will prosper under their direction, as we have under the retiring officers. Business on the Panhandle is good again, as the crews on the east end are now running to Wall's Station, fifteen miles east of Pittsburg, which has been hoped for by all for some time. It increases our pay considerably, and will give us a longer lay-over in Dennison, and I will add that the members

who cannot find time to attend the meetings hereafter will have no good excuse. Now, Brothers, think of this; do not let the managing of Division 278 be imposed upon a few. You all know that good attendance makes good meetings, and I do not know of a Division that is more favorably located than Division 278. So let us all work more faithfully than we have in the past and try to get in new members. We have quite a number of men that would make good members if we would go after them.

With best wishes for the Brothers and the Order in general, I remain

Yours Truly in P. F.,

WM. E. RUSSELL.

CHATTANOOGA, TENN

Editor Railway Conductor:

The annual installation of Lookout Division No. 148 was held Sunday, December 16th, and the members made it a public one by inviting some of their friends, wives and sweethearts to the number of about one hundred and twenty-five. The installation was held in their hall and was followed by a spread prepared by that prince of caterers, Brother R. A. Neddo. After the the ceremonies and banquet were over, several "talks" were made. Notably, one by Brother J. B. Robbins, who in many (not few) well chosen remarks presented the retiring Chief Conductor, Brother J. A. Stone, with a handsome lantern on behalf of the Division in general, and the newly installed Chief Conductor, Brother Wm. T. Capehart, in particular. Brother Stone replied as well as his feelings would let him. He has been transferred to the southern division of the Alabama Great Southern road, and consequently, was obliged to decline the office he has filled for the past three years. Right here, let me say we now have a set of officers, every one able to be present at every meeting of the Division.

Another notable fact is the election of our worthy Brother, R. B. Stegall, to the office of S. and T. for the eleventh consecutive time. Need I say more for such a Brother's record?

The officers installed were, Wm. T. Capehart, C. C.; T. M. Derickson, A. C. C.; R. B. Stegall, S. and T.; R. E. Broyles, Sr. C.; R. W. Smith, Jr. C.; Wm. Winston, I. S.; Robert Barry, O. S.; Jas. A. Stowe, Delegate; R. B. Stegall, alternate.

The musical features of the program were a success in every way, being under the guidance of our esteemed Brother and musician, Wm. T. Capehart.

Yours in P. F.,

"LOOKOUT 148."

CLEVELAND, OHIO.

Editor Railway Conductor:

I have read with interest what has been written in regard to licensing employes and I for one think it just what we need. It has a great deal to recommend it and not much to condemn it. I have been an advocate of this for years, and think the sooner it becomes a national law the better, and sincerely hope that each delegate will go to Atlanta fully instructed on this subject. A law of this kind, properly framed, will do more to weed out the incompetent conductors than anything else, and only men of ability and experience would be promoted to the position of conductor. It will also hold in check the hot-headed. They will stop and think twice before they are ready to strike. It has another clause to recommend it to us, which is this: When the bill was introduced in the House before, it was killed by the railroad companies; and why? Simply because they saw it was something that was going to benefit the poor man, therefore it must die, and die it did. They claim it would enable the employes to form a trust. Taking it for granted that this is true, would such a trust be any more dangerous to the public than the trust formed in Chicago, the General Managers' Association? The law is such that all steamboat captains, engineers and pilots must procure a license before they are allowed to take their positions. If this is beneficial to those who travel by steamboat, why should it not apply with more force to those who travel by rail, for the railroads of this country carry hundreds of passengers to the steamboats' one. Now, Brothers, let this subject be brought up in your Divisions and fully discussed so your delegates can vote with intelligence when this question comes before them at Atlanta, for come before them it will, as sure as the sun shines.

Also impress on their minds that they are not going on a *pleasure* trip, but are going to Atlanta to work, and that the Divisions are going to pay them and expect them to earn their money just the same as though they were working for a railroad company. If they do their work conscientiously, I have no fear but they will say it is the hardest earned money they ever received.

Yours in P. F.,

"NEWT."

ST. ALBANS, VT.

Editor Railway Conductor:

Only once in '94 have you been asked to print anything from Division 24—it has not been your fault, but ours. Will start in with the new year

by reporting that we are alive and doing finely, with most one hundred members, tried and true. Our meetings are much better attended and more interesting, and are held in our Division rooms, business and all—not all over the road in vans, etc. This, in my opinion, is proper. As Brother Wilkins told us at his last visit, a short time since, if the Brothers wish to know what is going on let them visit the meetings and find out. Good advice, Brother Wilkins, good attendance makes good meetings. We were very glad to meet Brother Wilkins, as some never had seen him.

Our new Ladies' Auxiliary is a valuable addition and has already proven an aid to us in many ways. I am sorry a few conductors' wives still remain out, all should join, and will, I hope, before '95 is over. Brother Wilkins, as ever, was full of good advice and instruction, and proved himself not a bad eater and smoker—as I sat near him, I know. The ladies gave us a good opportunity to fill the inner man.

Our new officers for '95 will step into the harness with experience, and with the assistance of all members will bring Division 24 through O K. Our Delegate, Brother Jackson, whom you will meet, will be found equal to the occasion. No one who tries him will find him wanting in business or fun. He will be like the bald heads—in the front row. Don't fail to meet Jackson from Vermont. He will have his pocket full of spruce gum and honey, no doubt. The correspondent of the Ladies' Auxiliary has done herself proud in *THE CONDUCTOR*. Keep it up, Mrs. G. H. P. More letters from both ladies and Brothers will improve *THE CONDUCTOR* for my reading. Business is, and has been good, and promises better. All are making good money and find work enough. All passenger conductors are enjoying two weeks, well deserved, vacation, an old custom lately renewed.

December 24th, and no snow yet. Wonderful, for old Vermont, but Vermont never yet has failed to furnish us with plenty of winter and I guess she will keep up her reputation.

Yours in P. F.,

SERIES

INDIANAPOLIS, Ind.

Editor Railway Conductor:

Having been duly appointed by the members of Division 103 to represent them through the columns of *THE RAILWAY CONDUCTOR*, I humbly salute my brethren, hoping I may be able to say something for the good of the Order in general, and Division 103 in particular.

It is a rare thing to see anything in THE CONDUCTOR from Indianapolis, and especially from Division 103. Bro. Harry Mounts, our genial secretary, does sometimes find time to write a few lines, but I have never seen a word from anyone else. I believe it to be the duty of every Brother, in any and every way, to show his loyalty to the Order by saying something for the good of the Order, both in and out of Division room, and if he cannot "talk right out in meeting," let him write a few lines to THE CONDUCTOR. In my opinion there is nothing that makes a more readable, interesting journal of any kind, than correspondence, expressing opinions on all subjects.

By the way, Bro. Mounts has been in jail here for about two weeks, and will probably remain there at least two years. It happened in this way: Not long ago there was an election in Indiana, (as you perhaps have heard), and Bro. Mounts being on the winning side, fell into a good thing. He now smiles sweetly on all good people who visit him, and turns the keys on the bad ones, at Marion county's new jail. The Brothers will always be cordially received by Bro. Mounts, in his elegant quarters. One "rap" on the "outside door" will attract the attention of the "sentinel," who will give you the "grip" and take you inside if you are "all right." (If you are "all wrong" in this town you feel the policeman's grip.) We are all glad Bro. Mounts has secured so good a position. I am sure Marion county will be well pleased with his services.

The matter of permanent membership in the Grand Division often comes up in 103, and for the information of the Brethren of other Divisions, I will say that 103 cannot afford to lose her permanent member. While Bro. Mounts is not in active railroad service, he is one of the most active members in the service of the Order. Indeed, he is untiring in his efforts for the benefit of the Order.

If, as I understand, there are some Divisions that have more permanent members than they can conveniently take care of, they alone are at fault. I, for one, think that these old "wheel-horses," who have stood by the Order through thick and thin, some of whom, perhaps, were on the retired list before some of us entertained the hope of becoming a conductor, are the ones to whom all honor is due. Some of them are growing old, and their eyes are growing dim; the frosts of many winters have silvered their heads; they cannot hope to be with us a great while. Is there no room left for the old man, that he must be pushed aside for the more youthful and energetic conductor? They are prompt to respond to

the call for charity, and prompt in the payment of assessments and dues, and usually more prompt in attending Division meetings than some younger members that I know. Then why should we younger ones seek to detract from their honor and glory?

Division 103 is in a healthy condition, and we are having some very interesting and profitable meetings. The attendance is not so large as it should be. There are members who have not been in Division for months, and whose only excuse seems that they "forgot this was meeting day." How well they remember the meeting day when they are in need of assistance, or have a "grievance." They get right up to "the front" when they particularly need the Order. They should be as prompt in their desire to be up "next to the throne" when the Order needs them. It is that member who stays away from his Division who always has a kick coming at something that don't go to suit him. If you want to be "in line" just drop in on the first and third Sundays of each month, top floor of the red brick building on the northeast point of Massachusetts avenue and New York street, at 2:30 p. m. Visiting Brothers are always welcome.

Wishing THE CONDUCTOR and its many readers a Merry Christmas and a Happy New Year, I am
Yours in P. F.,

W. E. H.

BALTIMORE, Md.

Editor Railway Conductor:

Doubtless it will be a surprise to see something in your columns from Division No. 5.

At a regular meeting held December 4th, the following officers were elected: H. Long, C. C.; C. Curran, A. C. C., R. Stapleton, S. and T.; M. J. O'Neill, Sr. C.; W. H. Harp, Jr. C.; J. M. Kelly, I. S.; J. Devon, O. S.; H. Long, R. Remier and N. A. Aldridge, finance committee; A. E. Rutter, Delegate; J. A. Connor, Alternate.

We hope to do more this year than we have ever done before for the good of our noble Order. If all the members would only get a move on them like our C. C., we would soon have the banner Division of the Order. Now, let's all turn out and help in this good work and the complete success of our Order is assured. If you will all live up to the principles of our Order and do more talking at the meetings and less kicking in your cabooses, you will not only be better employes, but you will be better husbands and fathers. You will be better men in every sense of the word. Now, as the year 1894 is nearly gone, how many of us can say with a clear conscience,

"we have not let a single chance pass where we could have done good?" Brothers, how many of you say, "Oh, I do not think I will go to the meeting tonight, there will be plenty there without me?" That is where you make a great mistake. The officers want and expect you all, and cannot have good and profitable meetings without your attendance. Let us, then, grasp hands and make the coming year the most successful one in the history of our organization. At our last regular meeting we had in attendance thirty-nine members, and we could have a good attendance every meeting night if some of our Brothers would not be so dilatory in attending. Hoping we will all get together and be more brotherly, I remain

Yours in P. F.,

COR. DIV. No. 5.

DENVER, COLORADO.

Editor Railway Conductor:

As the old year is on its last legs, Division 44, like all other good people, has her "new leaf," resolutions, "swear-offs," etc., to begin the new year with; so we will begin now, and endeavor to apologize for our delinquency in '94 by giving an over-production in '95, as the Division proposes to have a letter for THE CONDUCTOR every month.

At our annual election, which occurred December 16th, the following Brothers were elected and installed for the year 1895: H. W. Bartlett, C. C.; R. L. Willard, A. C. C.; Chas. H. Gardner, S. and T.; David Muse, Sr. C.; P. O'Mara, Jr. C.; H. W. Hough, I. S.; Geo. Griffin, O. S.; J. L. Kissick, Delegate, and Geo. W. Thornburg, Alternate. J. L. Kissick, S. A. Rathbun and G. W. Thornburg will have charge of our finances, and C. H. Gardner, Cipher Correspondent.

The meeting was one of much good feeling, mirth and wit. Considerable fun was made over the names of two of our members while counting the ballots, both answering to the name of Murphy. One is night yard master at Denver for the Union Pacific, the other, a genial conductor on the Santa Fe route. There were sixty-five as fine looking and well behaved ticket dealers as one would wish to look at in any gathering, and all seemed well pleased with the result of the meeting.

We anticipate a very prosperous future for our Division, as we have some wise old heads and "never grow weary" workers to lead us, and some A No. 1 "wheel horses," if someone will map out the work. We have endeavored, and think succeeded, in filling our offices with members whose duties will admit of their being in the city meet-

ing days, and we feel confident they will attend every meeting possible.

The first important business we have in view is our annual ball. Division No. 23, L. A. to O. R. C., has been intending to join us and have a grand opening of our beautiful union depot at Denver, which was almost destroyed by fire last March, but as we can't get the hall until the latter part of February, we have about concluded to make other arrangements. We judge from the committees appointed by both the ladies and members of our Order, that it will be a grand affair, and we hope a financial success. We will probably be able to tell "how it happened" next time.

Great credit is due our Sisters of Division 23 for the rapid strides they have made, and are still making, in their noble work, and it seems to be the desire of all the Brothers with whom we have conversed, to encourage the good cause at every opportunity and march heart and hand with the L. A. on to victory. The old Order men are often heard to say, "It's the best thing that ever happened us!"

Our Order is pretty well represented in Denver, and Colorado in general, many of our members holding very responsible positions. We have Brother Lon Price as union depot master, at Denver; Brother "Jimmie" Greiner is general yard master for the Union Depot Co. and fits the job to a "T;" Brother Bartlett pairs with Jim by having the night yard, and the good work goes on O. K.

Geo. Griffin is day yard master at Burnham for the D. & R. G.; Brother Alword is night yard master at West Denver for the same company. "Blondy" Hancock and Brother Mahoney run the night and day yards at Pueblo for the 'Grande. Lots of the Brothers have taken to yard work, and we are happy to say, are making a success of it.

The majority of trains in Colorado are supplied with men from the ranks of the Order. It is the special aim of our Division to keep its members employed as much as possible. Although we have several idle ones on hand, yet we are constantly on the alert for positions of some kind for them and we think it a capital idea, as the Brothers will take much more interest in the Order when they discover their "hungry sign" is responded to by its members.

Many of our readers will be sorry to learn of the recent death of W. B. Trufant, for many years the popular superintendent of the union depot at Denver. Yes, many will miss with regret the old familiar face of "Commodore," for his enemies were few and friends many. He

was succeeded by P. Touhy, for a long time superintendent of the Union Pacific Railroad in Colorado and Nebraska. He is a man of much ability, a thorough railroad man, a very popular man with his employees, the community and public at large.

We have just received December issue of THE CONDUCTOR and are pleased to notice several very brilliant communications from our Brothers and Sisters, and would take it upon ourselves to mention a few of the ones that "touched our hearts." Mrs. T. E. Barnett writes some very cheery items. We also like the news that "Sister" of No. 42 gives. Tell us some more about socials—we like 'em ourselves. A very interesting article from "W. C. M." hits us in the eye. We imagine the Brother the jovial, witty fellow his writing would indicate. We appreciate his suggestion relative to the members of both Orders writing more for our official organ and have more good, old, "home made" literature. "Toledo" has some very sensible views on insurance, Ladies' Auxiliary, etc. Shall look for your say in January number. "Rocky," from Salida, Colorado, has a very spicy item about license. We don't blame him for wanting to weed out that dangerous element, "if you don't see any smoke go!" kind of railroad men, for I presume he is on one of the best little roads in the west—the D. & R. G.—where you can't see smoke more than thirty feet either way you look at times, for its mountains and sharp curves. The very able letter from Brother Duncan is full of good, hard, common sense, and it would be well for many, yes, too many of the members of our Order, to read more of Brother D.'s teachings, reflect, and govern themselves accordingly. We would like to comment further on such sensible writings, as those mentioned, but space might be scarce.

Wishing Brothers, Sisters, and all, the same success we anticipate, and that they may have had a joyful and happy Christmas and New Year, we are

Yours in P. F.,

"HOT TOMALE."

BUCYRUS, OHIO.

Editor Railway Conductor:

At the regular meeting of Bucyrus Division 193, O. R. C., held at their hall Sunday afternoon, December 16, the following officers were elected for the year 1895: W. H. Miller, C. C., 611 E. Warren street, Bucyrus, O.; E. S. Hannan, A. C. C.; W. B. Baylor, S. and T.; J. F. Heffner, Sr. C.; M. McMannus, Jr. C.; F. C. High, I. S.; H. G. Kemmis, O. S.; W. H. Miller, Delegate; D. W. Young, Alternate; Brothers

Baylor, Young and Morse, Trustees and Finance Committee. After the election of officers a public installation was held for the benefit of Harmony Division No. 57, L. A. to O. R. C., the following members being present; Mesdames W. H. Miller, Young, Kimmel, Kemmis, Beilkaiz, Baylor, Schecres, Morse, Heffner and Wurzauf. The retiring Chief, E. F. Morse, installed the new officers with the assistance of A. J. Wurzauf as Marshal, and the work was well done. After the formal exercises several speeches were made, among them being one by Brother A. H. Gardner, which made quite an impression on the ladies. I am inclined to think some of our Brothers had to put up with a light supper, owing to the lateness of the hour.

Harmony Division 57, L. A. to O. R. C., which is located here, was organized October 9, '94, by Mrs. J. H. Moore, G. P., assisted by nineteen charming ladies of Banner Division No. 6. We have wished many times since that we could have another organization and have them all here again. The members of 57 are taking a great interest in their work, and I venture to say they will prosper. They have been holding socials once each month, at different places, charging an admission of ten cents. The first one held was a taffy pulling; the second was ice cream, cake and coffee; can't say what the next will be, possibly cabbage and potatoes.

Long life to Harmony Division No. 57. Wishing you all merry Christmas and happy New Year, I am

Yours in P. F..

HANKS.

LOUISVILLE, KY.

Editor Railway Conductor:

Having been appointed Correspondent for Monon Division No. 89 I will give you a few items in order that some of the boys may see their names in print and our Brothers and friends abroad may know that we are still on deck and doing business at the old stand.

The Brothers who stand at the helm and direct the work of Division 89 for the ensuing year are: D. M. Caldwell, C. C.; Isaac Wright, A. C. C.; S. N. Lawrence, Sr. C.; — Howell, Jr. C.; Thomas Burnett, I. S.; Walter Pulliam, O. S.; C. S. Dodson, S. and T. There was quite a spirit of interest manifested when the Division came to choose the delegate. Brother J. G. Harrison, our former Chief Conductor, and Brother Henry McKenny, who was delegate to the Grand Division at Toledo, Ohio, were placed in nomination. They are both popular and each had the full support of his following. The first ballot resulted

in a tie vote with fifty-two members present. Before the announcement of the second ballot another Brother came into the hall and Brother Harrison was victorious. The Division then chose Brother McKenny alternate by acclamation. Brother Dodson was re-elected Secretary and Treasurer, as he has given good service. The Division realized that he is an essential. He is one of the "old time" conductors that pulled the bell cord in the palmy days of railroading, but, having invested successfully, he has retired from the service and is now taking his ease and enjoying the accumulation of wealth; but no one is more devoted to the Order than he is. He is also an astute politician, as was evident this morning, when, apprehensive of opposition, two boxes of the finest brand of "Havana cigars" were placed on his desk for distribution when his friends arrived. It takes a long time for him to get reconciled to the success of his political friends on Nov. 6.

Some of our members are growing tardy in their attendance, but frequently could come to the Division if they wanted to; there are two of the Brothers whom I have especially in mind. But there may be some excuse for them, as they are both very gallant and favorites in certain feminine circles, and I would not be surprised to receive a neat envelope with a tiny ribbon attached.

On the main line of the L. & N. R. R., between Louisville and Nashville, the passenger trains are handled by Conductors Robert Fort, John Williams, Carey Ashby, W. T. McAtee, John Gault and Charlie Thompson, with R. W. Lawton and Joe Brown on the extra list. Brother George James runs the Bowling Green accommodation. Robert McGill and L. L. Ludwick handle the trains on the Springfield branch, while Conductors J. M. Lowe, Peter Renaker, John W. Rose, Joe Robinson and Richard Delph master the passenger trains on the Louisville and Knoxville division. We have four fast freight runs between Louisville and Bowling Green in charge of Conductors William Davis, William Asher, John Lloyd and John Coffee, with a large number of crews on the "chain gang." There are three crews on the main line local trains. The freight crews claim the business is good, are making good time, and if they could get back the "ten per cent cut" they would be happy.

Brother Chas. Turner, formerly one of our passenger conductors, is now yardmaster at Lebanon Junction.

I had the pleasure of meeting the Grand Chief Conductor, Brother E. E. Clark, in Nashville a few evenings ago. I like to see our Grand Officers among us occasionally, as their presence

stimulates the boys and is productive of good results. I had Brother John Wheedon, of the C. O. & S. W., to Nashville with me a few days ago. John is a jolly, good fellow and has a host of friends.

Next month I will take a jaunt over one of the other divisions leading out of Louisville, and if you will tolerate another letter I will tell you what the boys are doing. Wishing you a happy Christmas and a merry New year, I remain

Yours in P. F.,

MACK.

WINNIPEG, MAN.

Editor Railway Conductor:

On December 8th the annual election of officers of Division 47 was held, with the following result: J. Fahey, C. C.; J. R. Cameron, A. C. C.; D. G. McKay, S. and T.; W. Drave, Sr. C.; John Dunwell, Jr. C.; J. Landers, I. S.; J. Bertrand, O. S.; D. G. McKay, cipher correspondent; W. H. Kelsey, J. Furlong and J. R. Cameron, Northern Pacific committee of adjustment; H. Larose, W. Downing, J. Fahey, Canadian Pacific committee of adjustment; J. Fahey, Delegate to Grand Division; W. Chester, Alternate.

Although Division 47 has not the membership that it formerly had, yet there is some good timber within its ranks. In the early days of railroading in this country, North Star Division was among the strongest of our Order, numerically and financially. Of late years, however, business in railroad circles has assumed a quieter basis, and many of the old time conductors, men who were towers of strength to our organization, have drifted elsewhere. Brother James Trodden, one of our early charter members, is now running a train on the Nakusp & Slocan railway, and we are all very glad to know the prospects are good for his obtaining a higher position in the near future. Bro. James Doig, who ran a train on the Western Division of the C. P. R. as early as 1878, is still in the ranks and is now running out of Vancouver. Bro. Doig is the oldest conductor west of Port Arthur. Bro. Geo. Risteen is running a passenger train between Vancouver and Kamloops. From the many kind words that are said of Bro. Risteen, there is no doubt he has won for himself a warm place in the affections of the men of the Western Division. Bro. Thos. Brownlee, one of the sterling members of our organization, is now in the oil business at Victoria, and I am glad to say, doing well. Bro. Brownlee has suffered more than once for upholding the principles that have placed organized labor on the pinnacle it occupies today. Bro. F. J. Dor

sey is now employed as conductor on the M. & St. L., running out of Minneapolis. No man in Canada has done more to advance the interests of our Order than Bro. Dorsey, and it is a matter of great satisfaction to us to know that he is prospering in his new home. Brothers Percival and Cunliffe are doing very nicely on the Great Northern, out of Spokane, under the superintendency of Bro. J. D. Farrell. We have not of late heard anything of Bro. John Rapelje, but we all sincerely hope he is doing well. To make mention of all our old stalwarts who are now doing service on other roads, would occupy too much space, but it is safe to say that Division 47 is represented on every railway west of the Mississippi river.

Fraternally yours,

DIVISION 47.

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GARRETT, Ind.

Editor Railway Conductor:

I take pleasure in informing the Order generally through THE CONDUCTOR, that Britton Division 138 has a correspondent this year. I must acknowledge I was after an office, and did make a brilliant fight for chief conductor, but got left, so all things being equal, the Brothers elected me as correspondent.

We are still among the land of the living, and in ship shape, right side up. During the A. R. U. trouble we were in the midst of it but only two of the Brothers went out, and they are husking corn.

We have about fifty-five members and every thing is working along nicely. Three of our Brothers, J. H. Barnville, our efficient secretary and treasurer, G. O. Dolph and S. Peters, have been promoted to regular passenger runs, by the company putting on two more passenger trains. The Brothers look well and are just cut out for the suits of blue.

We have had a great deal of misfortune among some of the Brothers in the past year. Brother Connors lost an arm, Brother McFarren lost a leg and Brother Shupp died with the typhoid fever. They were all insured in the Order and their claims were promptly paid. We think there is no insurance like the Order.

At our annual election of officers today the choice of the Division was as follows: C. D. Hood, C. C.; Thos. Squires, A. C. C.; J. H. Barnville, S. and T., who was re-elected without any opposition, and who has wielded the pen and handled the funds of the Division four consecutive terms; C. H. Allen, Sr. C.; T. E. Curran, Jr. C.; M. E.

Siebold, I. S.; H. A. Mason, O. S.; J. M. Elder, C. D. Hood, W. H. Brooks, local committee; J. M. Elder, Delegate to Grand Division; J. P. Newell, Alternate; W. H. Brooks, Journal correspondent. The Brothers are all well versed in their work and will make a showing for the next year. We can feel proud of and can say, well done ever true and faithful Brothers.

Brother Hayes, or more familiarly called "Billy," a member of this Division, and who is now running on the Nickle Plate, was with us at the election, also Brother G. O. Dolph, of Division 292, and Brother P. L. Newcomb, of Division 134.

I hope all the Brothers will take as much, if not more, interest in the welfare of the Division in the future as in the past.

Hoping the year 1895 will be a prosperous one for the Order, and wishing all a Happy New Year I am
Yours in P. F.,

B. & O.

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UTICA, N. Y.

Editor Railway Conductor:

Kincaid Division No. 150 has selected the following board of officers to serve for the ensuing year: D. L. Walker, C. C.; G. D. Bennett, A. C. C.; F. E. Tewksbury, S. and T.; Chas. Sexton, Sr. C.; A. V. Fiola, Jr. C.; J. T. Excell, I. S.; John Eisenbuth, O. S.; F. E. Green, Delegate; F. E. Tewksbury, Alternate; J. T. Downey, J. H. Jones, and F. E. Green, Division Committee.

Our delegate is a member of the benefit department and in active service, and I think all the delegates should have these two qualifications. I also think all the Divisions should use the time from now on until the meeting of the Grand Division in thoroughly discussing questions of living interest, so that the delegates may be prepared to work for the true good of the Order.

Kincaid Division is growing in membership and is in a flourishing condition. The attendance at Division meetings has been better during the past year than ever before.

Yours in P. F.,

F. E. TEWKSBURY.

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ST. PAUL, MINN.

Editor Railway Conductor:

One of the most delightful entertainments in the history of St. Paul Division, No. 40, was given Sunday, Dec. 16, in connection with the annual election and installation of officers.

Their neat little hall was decorated elaborately and was well filled with the sturdy knights of the

punch, about one hundred of their own members being present and about half that number as guests from Minneapolis Division, 117. The following officers were elected and installed: J. D. Condit, C. C.; George R. Warmwood, A. C. C.; M. N. Goss, S. and T.; Robert Collinson, J. C.; Frank Luxem, I. S.; B. A. Waters, O. S.; J. D. Condit, Delegate; M. N. Goss, Alternate; H. W. Field, Thos. E. Leonard and Ed. L. Gilboy, Trustees.

The boys have shown good sound judgment and clear sense by electing J. D. Condit and M. N. Goss to fill their respective chairs, they having performed their duties faithfully for the past four years. The officers were installed by Bro. G. M. Miles of Division No. 117, assisted by Brother Fitzgerald of the same Division.

As is their usual custom, the boys had spared no pains to make the affair a most memorable one—and all who were fortunate enough to be present will long remember the event as one of the brightest links in the chain of old "40."

After the installation ceremony Brother Condit, in behalf of No. 40, invited those present to retire to the adjacent dining room, where an elaborate spread was in waiting, prepared by the Delicatessen, to which all the boys did ample justice. Brothers Condit and Miles acted as toastmasters. So fluently were their subjects handled that the verdict of all present was that either party might fill Ignatius Donnelly's shoes to a T. The St. Paul Apollo Quartet was present and rendered several musical numbers very acceptably, which added greatly to the afternoon's pleasure. Before the last course was served the clock chimed nine.

One amusing feature of the program was the account given by Brothers Condit and Miles of their recent trip to Washington, and the boys were kept in one continual roar of laughter from start to finish. Those who escaped a roasting were more than fortunate.

The Conductors' wives are more than anxious for them to give one of their popular balls and hope that one will soon be announced. The ladies, too, are very anxious to start an auxiliary and there are several only waiting to hear the signal "all aboard" and they will accordingly fall into line.

MRS. I. C. MCCALL.

SUNBURY, PA.

Editor Railway Conductor:

On Sunday, December 23d, the following officers were elected: E. M. Sleppy, C. C.; F. Long, A. C. C.; E. M. McAlpine, S. and T.; F. Randlas, Sr. C.; S. Conrad, Jr. C.; W. E. Hockenbroch, I. S.; F. Glosser, O. S.; Geo. P.

Amerman, Delegate; W. H. Shafer, Alternate.

The report for the year 1894, now being sent to our G. S. and T., shows that during that year four Brothers were added to our family. Four others have left us. Two suspended. One withdrawn for the purpose of entering into the hotel business (and I hear he intends to quit it and join us again) and one, Brother W. H. Printz, left us, not of his own will, but God's. He was killed by the cars Jan. 10, 1894, leaving his family in good circumstances, thanks to the insurance feature of the Order. He was also in the P. R. R. relief fund for \$1,500. Our receipts for the year 1894 were \$584.98; we paid out \$115 for sick benefits, and other expenses \$254.54; total expenditures \$369.54; balance in treasury December 31st, 1893, \$430.11; December 31st, 1894, \$645.55. I give this account for the benefit of Brothers who cannot be here to hear the report of the Division Committee.

Traffic on the railroads has been light, which accounts for not having a larger number of new members. Hence we should redouble our efforts during 1895.

Would say to the Brothers of No. 143, of Harrisburg, we are heartily in accord with you and have instructed our Delegate to do all he can to help you secure the adoption of some law that will stop members from joining the Order for the sole and selfish purpose of getting in the insurance department, and when in it, to neglect the Division, their dues and assessments doing the Order more harm than if they had never joined us.

To Lackawanna Division No. 12, your resolution is attracting a great deal of attention pro and con among the members, and will be acted upon January 27th.

Much has been said about abolishing our permanent members of the Grand Division. Now, Brothers, how many Divisions persist in sending a new Delegate every year, making it a trip of pleasure to him rather than one of business. Why do you not do as they did, and are still doing, pick out one of your best men and send him there until his laurels are won—he cannot do much but learn the workings of the Grand Division the first time, but at the second he will know how and what to do. Take the proceedings of the convention and see what he has done, how nobly he fought for some law you wanted enacted, and you will see in it only when he answered the roll call.

I think there should be some other system adopted in counting a vote. A Division having a membership of 100 should have its vote counted two; one having a membership of fifty, one; a Division of 150, three, and one of 200, four. More anon. Yours in P. F., MAC

HARRISBURG, PA.

Editor Railway Conductor:

As Santa Claus has gone back to his quarters and the election in Dauphin Division 143 is past and the snouts and ears are gathered up, I will venture out and tell you who our officers are for the ensuing year: S. B. Lego, C. C.; M. Reuter, A. C. C.; G. Fralick, Sr. C.; A. Senior, Jr. C.; G. Q. Wood, S. and T.; L. Hubbs, I. S.; A. H. Eastright, O. S.; T. B. Gilleland, Delegate. To bring the election business to a close came the election of a Correspondent. The nominee having the tussle all to himself, made it. The officers of old Dauphin Division are all able men, level headed and considerate, consequently, we look for good results the coming year, and no monkey business. This year's election was one of the most interesting held in our Division in many years, there being forty-two members present.

Our attendance is rather small now, on account of business picking up until it is better than at any time during the past two years. Some of the divisions on our line are undergoing a sort of a reorganization, and on account of having too many men, crews are being taken off. It feels awful queer to be reorganized; anyone who never had the experience don't know. We don't like to see anyone thrown out of work, and so far such cases have been few. Still, we are not sorry that we are making more time, as some of our pocket books were very flat, and now we take three meals a day again, the same as we used to, and the same as other people do. Some say it is only a habit, but I think it is a mighty good habit to get into. On some of the divisions of our line it takes plenty of business for the men to make anything, as we haul such big trains and have such overgrown engines that it takes a great many cars to make a train. Farmers often ask us how many cars we have, and when told, they ask if that is all the cars the company owns. We haul from thirty to one hundred and ten cars to the train; thirty car trains are stock, dressed beef and perishable freight, but they are not numerous enough. The long trains are by far in the majority. The officials call our freight engines class "R" engines, or consolidated combination engines. They do resemble, in some respects, trusts or combines of some sort, as they take all they can get and still have capacity and appetite for more. These engines are called "hogs" by the boys, a very appropriate name, the only thing they lack being the ears. They look something like a hammerless gun. "She's a dandy; she could climb a tree," is what you hear from the boys about a good "hog." As to engines here it is hard to say what we may have in the future. We

now have drivers seven and eight feet high and it may be that the future engine will be so high that every revolution the drivers make pay-day will come. One of our city reporters was writing an article about our engines and he was so utterly nice that he spelled hog, h-o-a-g. Now, I suppose he would spell pig p-i-a-g. These engines of which I speak, are h-o-g-s. Our track, or line, is so crooked that some times a man is almost at a loss to know how the track lies still, but it does.

Brother Ben. Zarker filled a cut full of cars just west of Spruce creek on the night of the 24th, caused by a broken axle, thereby keeping a great many of the boys away from their Christmas dinner. Brother Dan. Diven was called to conduct the wreck train, and just east of Altoona No. 10 ran into the rear end of his train. Brother Diven was among the injured but he is doing as well as can be expected. (Bro. Diven has since died.—ED.)

The beautiful is falling to-night and the blower is on good weather for railroading. I hope the boys all received beautiful and useful Christmas presents, something to be appreciated. I am writing this article with my present, which I appreciate very highly on account of its usefulness and also on account of the giver. We are taught that it is more pleasant to give than to receive, but I believe there is pleasure on both sides.

Wishing the Order a fruitful and beneficial year, and all its members a happy New Year, I am

Yours in P. F.,

Mox.

St. Louis, Mo.

Editor Railway Conductor:

December the 9th came to Division No. 3, and with it the annual election of officers. After the grand flights of oratory incident to the nomination of the different candidates for honors, came the battle of the ballots, but, like a similar battle on the 6th of November or the war in the Orient, it was all one sided. After the smoke of battle had cleared away, the following officers were declared elected by majorities which were practically unanimous: John B. French, C. C.; Ed Brooks, A. C. C.; W. F. Lewis, S. and T.; T. S. Provolt, S. C.; Robert N. Johnson, J. C.; Ed Howard, I. S.; F. L. Young, O. S. Brother Dell Robison, the retiring Chief Conductor, was unanimously elected Delegate to the Grand Division, with Brother J. J. Murphy, the retiring A. C. C., as Alternate. The Division Committee consists of Brothers C. S. Miller, C. D. Kellogg and C. W. Howard. We defy any Division to show a better lot of officers.

After the results were made known Brother

Robison was sent out of the room to see an imaginary man (or woman) and Brother Flory, in a few pointed remarks, called the attention of the Division to the long and faithful service of Brother Robison as Chief and, in recognition of the same, moved that a sum of money be appropriated and a committee appointed to purchase a fitting token of the esteem in which we, as a Division, hold him. Well, we guess Dell got a fine lantern, suitably engraved, in his stocking Christmas morning.

By the way, I came near forgetting to state that my reason for invading your sanctum is that Brother Flory, our newly elected R. R. Commissioner, arose to the occasion when the appointment of a Division Correspondent was under discussion and, by the same brilliant oratory which convinced Missouri that he was the "right man for the place," convinced the Division that the undersigned should be their literary(?) representative for the year. Let us hope that, like Brother Flory, "he is the right man for the place," but I enter upon the duty with visions of waste baskets haunting me. How about my illustrious predecessor, Brother Ryman? [He didn't give the waste basket a chance.—Ed.]

Brother T. W. Holmes of Wheeling Division, 289, met his death here on the 8th of December, while in the performance of his duty as Bridge Collector for the Terminal Association. In stepping off a moving train he stumbled and fell beneath the wheels. The sword has fallen; the thread is broken, and one more conductor has passed over to the great majority. Right here, Brothers, in connection with Brother Holmes' death, is a vivid illustration of the danger of delay in the payment of the assessments in the Benefit Department. This Brother had failed to pay his assessment until the last day of November. It was received by Brother Daniels on December 1, and the receipt forwarded by him was stamped "Received on condition that the Brother is in good health and free from injury." One week from that date he was a corpse. Think for a moment, Brother, by what a narrow margin his insurance was saved to his family. The same fate may await you or me and it is of vital importance that we so provide for our loved ones that when the time comes we may pass away feeling that our first duty—to our family—was well done.

Ladies' Auxiliary No. 11 gave their third annual ball on the night of the 9th of December. As we were on the road that night we can't say anything from experience about it, but from those who were more fortunate and were able to attend we learn that it was a brilliant affair and a

success in every way. The ladies—God bless 'em—I don't want to criticise them, but some of them neglect the Auxiliary to attend progressive euchre clubs, etc., and even so important an event as election and installation of officers can not entice them away from their card parties. This is wrong, ladies. (I'll have to sleep in the coal shed and board around if you print that, but let 'er go.)

For fear I have approached or reached the point where forbearance ceases to be a virtue, I will close.

Yours truly in P. F.,

ED. E. WILLIAMS.

GRAFTON, N. D.

Editor Railway Conductor:

I cannot recollect of ever having seen anything in THE CONDUCTOR from this portion of the frigid zone, and just to convince you that we are not entirely congealed and to let you know that Great Northern Division 178 still exists, I concluded to write this letter. At last regular meeting the following officers were chosen to preside over our destinies for the ensuing year: W. H. McGraw, C. C.; C. J. McCormack, A. C. C.; John H. Pratt, S. and T.; D. F. Miller, S. C.; P. B. Baker, Jr. C.; Thos. Stahl, I. S.; A. G. Lockman, O. S.; W. H. McGraw, delegate; C. J. McCormack, alternate.

With so capable a man as Bro. McGraw for presiding officer, we predict that 178 will come right to the front. Will let you hear from us later on.

Yours truly in P. F.,

J. H. P.

BIG SPRINGS, TEXAS.

Editor Railway Conductor:

At a meeting of Division 266, held December 22d, all our worthy Brothers who had served us in official positions were re-elected. 'Tis thus we recognize seniority—the seniority of brains. Our worthy C. C., Otto Elliott, protested against a re-election for himself and asserted that he did not feel competent to fill the chair, but a committee was appointed to measure the chair and the Brothers decided by their ballots that Brother Elliott could fill it more completely than any other member. Brother F. B. McNally made a vigorous speech, in original Irish, which, upon being translated, was found to be a protest against his re-election to the office of S. and T. He also included in his remarks a plan for a "bond issue" to cover all deficiency in the official pay roll. His speech settled it. He was re-elected. Brother "Red" Wright was forced to continue in the office of A. C. C., as the boys had

determined to have some kind of a danger signal near the door. Brother Wright anxiously looks forward to the final parting of his hair, as he says he is tired of being continually mistaken for a switch target. Brother Ed. Hunter was re-elected S. C. and accepted the office with a burst of silent eloquence which would have done credit to a deaf mute. The following names complete our list of officers for 1895: T. W. Connollie, Jr. C.; H. G. Parry, I. S.; F. L. Linder, O. S.; A. G. Farnham, Delegate; W. E. Hunter, Alternate. The Division Correspondent is

Yours in P. F.,

L. W. CANADY.

MEMPHIS, TENN.

Editor Railway Conductor:

On December 16th Division 175 elected the following officers: Brothers D. C. Morthland, C. C.; Ed. Hickey, A. C. C.; A. J. Hogan, S and T.; Jno. H. Nelson, S C.; H. E. Gould, J. C.; W. F. Epps, I. S.; E. E. Andrews, O. S.

Through sisterly love, Bluff City Division 29, L. A. to O. R. C. of A., tendered to the conductors and their immediate families a banquet December 26th, after due installation of the officers. The banquet was superb, and the boys seemingly were in a hurry to partake of the good things "our dear dough makers" had prepared. "Sweet music" had all ages and sexes out on the floor for a whirl. Good wishes and prosperity to our Sisters and their noble Order. Bluff City Division 29, L. A. to O. R. C., has had the honor of being presented with a medal offered by Grand Division L. A. for the year 1894, for the Division that did the largest amount of charity work. No doubt they will hold the medal for '95.

Now, Brothers, you have selected your humble servant as correspondent. He is unfit for the the place, and not as fluent with his pen as Bro. Sebring, but will do his best.

Bro. W. B. Learnard, our retiring C. C., who has served Division 175 for two years, is choice of Division 175 for delegate to Grand Division, with Bro. W. E. Blount alternate. Let me mention right here, I understand he has of recent date taken unto himself one of Mayfield, Ky.'s, fairest as his "dough maker."

Bro. Z. J. Goodwin, conductor I. C. R. R., is our cipher correspondent, and we respectfully request all Divisions to let us hear through him of any one who claims membership with us and asks for assistance, before advancing same, as Division 175 will refuse to honor any sight drafts, or like, unless aid is authorized by us.

I think Division 175 will feel proud of her young set of officers, but let our old heads come

regularly, and each and every member, too, for without your assistance, what will your officers make of your Division? Come, Brothers, let us strive to do good unto ourselves, families, our employer and our God.

Now, Bro. Editor, I want to ask why a Brother who has both hands disabled so he cannot perform his every day duty should not be entitled to his insurance in the Order? I sight to the Brother at Ogden, Utah, whose claim has been turned down. The insurance laws are not right on disability claims, and should be altered.

Yours in P. F.,

JAKE.

[Answering the question which "Jake" asks the Editor: The case of Bro. Soper, of Ogden, is a very unusual one, and one which we will probably never see paralleled. The Grand Division can pay this claim under our present laws, and it is not improbable that they will do so. It is far better that one member should be obliged to wait for a meeting of the Grand Division than that there should be enacted an indefinite law, which while providing for this particular case, would admit many others, not nearly so worthy, and which would seriously affect the welfare of the Benefit Department.]

From Nov. 21st to Dec. 22d, we paid claims amounting to \$52,000. Of this amount \$33,000 was for deaths resulting from accident; \$5,000 for disability, and \$14,000 for deaths from natural causes. This unusual number of accidental losses has absorbed the surplus which was in the Insurance fund, and as an assessment provides about \$25,000, it can easily be seen what the result would be were these heavy losses to continue. Depend upon it, any change in the law governing disability means much heavier assessments. Ed.]

RICHMOND, VA.

Editor Railway Conductor:

After reading THE CONDUCTOR carefully I fail to find anything from Richmond Division. We have a number of Brothers who could write interesting letters if they would, but I am not among the number or you would have heard from us long ago.

Our election was held on December 16th last, and we hope for extra good work from the gentlemen honored with the offices. There was a fairly good attendance on that occasion but not so many as there should have been in a Division having a membership of eighty or ninety.

It is always pleasant to meet with the Brothers and I always do it when circumstances permit. There is one thing, however, I do not like, and that is meeting on Sunday. I feel that I am not doing right and hope it will not stay this way always. Old Richmond Division is still in the ring, having done well last year, and we hope for even better things from '95.

A good many of our members visit Danville Division when their runs bring them in at the right time, and we have a host of good friends in that body. Our latch string is always out and we hope none of the Brothers who pass through our city will fail to give us a call.

I hope none of the Brothers will laugh at this letter, it was written only because none of the rest would say a word and because I did not want to see our Division left in the rear. If it brings some of the others to a sense of their duty it will have done a good work. With best wishes to our Order.

Yours in P. F.,

W. J. T.



The *Home Journal* commences the new year with a new dress and makeup, several features of interest having been added. It is in every way improved and promises even better things in the near future. This paper possesses a peculiar interest to every railroad man in the country and should be given their cordial support.

"The laborer needs first the opportunity for laying aside small sums, and then the education which shall lead him to embrace the opportunity offered, and then the encouragement to persevere in the course begun, which the example of his thrifty brother would furnish. To these points labor organizations may effectively address themselves. Laborers may then find within their own hands the means of bettering their condition."—"The laboring man's individual problem" in *The Midland Monthly*.

Among the most attractive and promising of the more recent bids for public favor in the way of magazine literature is *The Magazine of Travel*, volume 1 of which begins with the new year. It is artistic in design and workmanship and as it is intended to fill a comparatively new field, its prospects for success are flattering. Its table of contents contains many suggestive and appropriate articles. In making up your schedule for the coming year do not omit this new venture. Address E. H. Talbott, Manager, No. 10 Astor Place, New York.

"In the days of Queen Anne the name sweater was given to a class of ruffians who wen' about the streets and formed a circle about any hapless wayfarer whom they met; and by pricking him with their swords compelled him to dance until he sweated from the exertion. The sweater is not now looked upon as a ruffian, but he gathers his victims by the score in city shambles and goads them to work until their life blood oozes out of their pores. In the middle ages the name sweater was given to the man who put gold coins into a bag and shook them so that particles of the metal were worn off. The coin passed for just as much and the man had for his profit the gold dust in the bag. In these days the sweater does not grind his coin. He grinds humanity, and out of worn out human bodies and ruined souls he coins his profit."—"The sweating system in Philadelphia," in *The Arena*.

"Excuse these things as we may, explain them away as we choose, the fact remains that the crying need of the American pulpit is for men who are more in touch with the world at large—in

other words, who have an intelligent knowledge of those elements which enter into and form the greater part of nearly all men's lives. And until a greater number of men who understand the world, and have rubbed their shoulders against it, come into our pulpits, the attendance of young men at church will be what it is today, if it does not grow even less. It is not meeting the exigencies of the case to say that this is asking for a religion of the head rather than the heart. The spiritual and the material cannot be separated very far when it comes to a question of a man's needs. The young man simply asks, when he goes to church, that he will be mentally interested at the same time that he is spiritually benefited. He does not ask for 'light talk,' he asks simply for common-sense, every day truths plainly put."—"The young man and the church," in *The Cosmopolitan*.

"Men cannot get much for nothing, and the sooner they give up trying for the impossible the better. We ask the non union man who basks in his independence, who obtained the wage schedule for which you are working? Who arranged conditions that you might enjoy better privileges in employment? Who makes it possible for you to receive benefits for which you never paid one cent, and why if you are so awfully independent, you don't have your lot in life elevated, your position made better and your salary increased? You are independent; exercise your freedom and see where you will bring up at. Taken all together, the benefit derived from organization far exceeds the costs, which, at the most, is cheaper than receiving the benefit of the work of others, and at the same time telling them 'there are reasons why I cannot be with you and among them is the one of not wishing to give up my independence.'"—*Railroad Trainmen's Journal*.

"While the convention was still sitting, Judge Woods of Illinois, passed sentence upon Mr. E. V. Debs and his associates, who had been committed for contempt of court, while directing the great railway strike last summer. Mr. Debs has been pronounced guilty and sentenced to six months imprisonment. We have no disposition to take sides in this controversy regarding the propriety of this judgment. We do not for a moment believe that the courts of law in this country will return to the barbarous doctrine of half a century ago, which made labor organizations synonymous with conspiracy. The case of Mr. Debs turns upon questions of fact rather than upon questions of principle. If indeed, Debs and

his associates were guilty of acts which, if committed by men organized as a commercial corporation, would have been construed as conspiracy (or as punishable violations of the laws which are intended to secure immunity for the United States mails and for interstate traffic) then and only then should they be punishable. The law must deal impartially with all comers. Nobody can claim anything more than that."—"The Progress of the World," in *The Review of Reviews*.

The most interesting and serious problem which confronts human society today is the annihilation or lessening of terrible existing inequalities in estate and welfare. This problem, absorbing as it is, can scarcely be solved in our time. But, whatever the solution, whether by socialism, government control, or brotherly love, is it not safe to assume that when every one shares alike, society is not going to be satisfied with humble, paltry, or ugly conditions as the universal weal? If the new dispensation does not provide a style and manner of living at least equal in comfort, luxury and refinement to that which exists among the well-to-do today, it will be a failure. Humanity will never consent to be shut off from the best in order to be exempt from the worst. The millennium must supply not merely bread and butter, a house, a pig, a cow, and a sewing machine for everyone, but attractive homes, gardens, and galleries, literature and music, and all the range of æsthetic social adjuncts which tend to promote healthy bodies, delightful manners, fine sensibilities, and noble purposes, or it will be no millennium.—From "Income," in the January *Scribner's*.

There are vast sections of the country, sections traversed by large systems of railways, where the Brotherhood had procured the best contracts, highest rate of pay and greatest privileges, where no contracts now exist, and not one was abrogated by the companies. The change has been terrible, the effects horrible. Thousands of happy little homes have been made desolate, as desolate as the charred fields in the wake of the great forest fires—and why? Was it because the companies had violated their contracts? Was it because men had struck against oppression? No. It was because the Brotherhood was "too conservative," and, perhaps, members did not appreciate its benefits.

It is all over now. Like some horrible dream it still burns the memory, and years will come and go before the scars will all be effaced; yet some say that it is to be repeated—the East must undergo the trying ordeal and do penance in sack cloth and ashes over the grave of organized labor as has been done by the West. Shall men be led to their ruin like sheep to slaughter, ignorant of impending danger, though nearly stifled with the stench from the carcasses of their own kind?

Some may have grievances against the Brotherhood because the Brotherhood did not violate every solemn obligation, every binding contract, every honorable agreement, but it should not be forgotten that the Brotherhood has grievances against them. Allied corporations and myriads of scabs have never injured the Brotherhood, set back the labor movement in all their years of on-

slaught, as these so called friends have done within a few short months.—*Locomotive Firemen's Magazine*.

"Perhaps it is not worth while to try to account fully for these changes and revulsions, and yet it may not be out of place to mention what are probably some of the causes of them. Ultimately, the people govern. There are ostentatious actors here and there, who stride the stage with panoply or with clanging arms, who seem to do many things, but in the end the popular feeling has its way. William, the Norman and his barons could conquer England, and be its conspicuous figures in history. They could also have their influence over its institutions and habits, but in the end the English people absorbed the Normans, and are the English people still. Minorities frequently govern, because a man adds to his power by his zeal. It might be very doubtful whether Cromwell and the people of his way of thinking were in the majority when they were in power, but what they lacked in numbers they made up in courage, zeal and conduct. One man who knows what he wants to do may be worth a dozen for an event or for a time, but in the final result we count nearer equality than we are willing to say. For the long run it is the intelligence of all which conquers, and not the courage of the few. England, with some of its people vehement for liberty, and the great majority careless, could not become a free people until the heaven had leavened the whole. It took not only the genius of Cromwell, but all the thirty years of Charles the Second, to permeate the people with the desire for liberty."—"Historical Political Upheavals" in *North American Review*.

"Look ahead, there! Look out!" came to my ears through the driving storm, and hanging on as the yacht ran before the strong wind, which had suddenly gone round a point or two in our favor, I saw, not the baby ditch we had leaped coming down, but a crevasse—it must have been nearly twenty feet wide—edging off as it ran up to the shore two miles away. Looking aft I saw that my brave girl companion, bracing herself against the footholds, was holding straight and fair for the crevasse, with the boat going like the wind. "Put your tiller down." I cried, but she only shook her head and positively laughed. We had jumped one ditch and she must have thought she had a horse in hand and not a yacht. There was no time to do anything, only just enough to reach for a life-line and have it handy—for the striking of the squall, the blowing out of the sail, and the cry "Look ahead," had not taken twenty seconds in all together. I just yelled, "Hold her true as she lands, for God's sake!" and we rose over that ribbon of open water and loose ice, one minute showing black and broad as the water lifted, and the next moment narrowing as it sank, drawing the floating pieces of ice back into the depths. I saw it all in a glance as we hung suspended in mid-air, and then we came down with a terrific crash, a jarring lurch. Fortunately my arm fell across the tiller, and I had just sense enough to swing it round as the sheet ran out to the full length on the fair wind for home.—"Winning a Christmas Bride."—*Outing for January*.

Keep your eye open for counterfeit cards.

Professional sacrificer George is reported to have again "sacrificed."

Bro. E. C. Getchell, of Division 236, will do himself a favor by communicating with his secretary at once.

Bro. R. B. Stegall, secretary of 148, is rejoicing over a twelve and a-half pound addition to his family, the 16th to date.

Bro. J. M. Thompson, of Division 103, is the proud and happy father of twin boys, for which double congratulations are due,

Bro. E. B. Kollert, secretary of Division 53, would like to hear from Brothers W. D. Hopkins and J. L. Nary, as he has business of importance to transact with them.

Division No. 290 would like to hear from Brothers J. M. Sullivan, J. C. Ivey, W. F. Combs and D. A. Kirkpatrick, as the Secretary has a communication for each of them.

The secretary of Division 249 wishes to know the present address of C. U. or C. N. Blood, usually engaged in switching service, as he has something of interest to communicate to him.

Brother A. L. Nourse lost, near Glens Ferry, Idaho, his pocket-book, containing receipts for dues for 1894 from Division 193, service letters from various roads, and insurance policy in the Travelers. Look out for these letters and receipts.

We note with pleasure the increased number of contributions to the Fraternal Department this month and hope the same will continue. Interesting communications from "Sliver," Brother Finley and others have been unavoidably crowded out, but will appear in the next number.

All members who pay grand dues for 1895 are entitled to receive THE CONDUCTOR regularly. The fact that they receive this or the succeeding number is not evidence that they have been re-

ported for this year. If it stops coming to any members they should see first if their secretaries have reported them as entitled to it, and if such reports have been made they should then promptly refer the matter to us, and whatever is wrong will be righted.

The secretary of Blueheld Division is anxious to learn the present location of Brothers J. G. Latimer, R. E. Compton and W. W. Campbell. Any Brother having the desired information will confer a favor by sending it to Bro. C. Heck, Bluefield, W. Va.

Bros. J. P. Avery and L. F. Case, members of Division 53 and ex-passenger conductors on the M., K. & T. and the Mexican Central, are now running the State Hotel at Denison, Tex. They have one of the best houses in the state, and all Brothers visiting Denison will be sure of a hearty welcome from them.

One Oliver P. Fitt, lately a switchman in Chicago and who has never been a member of the Order, has some secret work which he claims was given him by one of our members. Do not be imposed upon. Mr. Fitt is a large, tall, dark complexioned man. Last heard of was visiting in Bay City, Mich.

H. R. Hopkins, Train Master of the St. Charles Air Line, at Chicago, advises us that some credential purporting to have been signed by him as secretary of Division 15, of the Y. M. M. B. Association, has been exhibited. He pronounces it a forgery, as this Division became defunct several years since. He also says the Grand Division of the association has dissolved. In view of this fact it is reasonable to assume that any credential purporting to emanate from the association is fraudulent.

The editor gratefully acknowledges the receipt of invitations to attend the first annual ball and banquet given by Magnolia Division, Dec. 21; the installation of officers, banquet and hop, given by Arkansas Valley Division and Division 41 of the Ladies' Auxiliary, Dec. 27; the fifth annual ball of Brainerd Division, given Dec. 31, and the seventh annual ball of Horton Division, to be held on the evening of the 29th inst. It would be a great pleasure to attend all of these pleasant entertainments, but the many official duties attendant upon the opening of a new year make it impossible.

Bro. G. T. Sewall is the proud possessor of a handsome silver lantern, presented to him by the members of Division 106, at their meeting on December 17, last. It was given as a slight token of the appreciation they felt for the splendid work done by Bro. Sewall in building up the Division, both as an officer and a loyal member, and all will agree that it was a recognition worthily won. His appreciative Brothers in all portions of the country will hope he may live to win and wear many more such honors.

* *

The reception and ball given by the members of Division 106, on the evening of December 19, proved to be a brilliant success in every feature. As an opening to the entertainment a pleasing program of instrumental and vocal music was given, after which the guests to the number of two hundred couples adjourned to another hall, which had been specially prepared for the dancers. This was followed by a feast which was in full keeping with the rest of the entertainment, and was enjoyed as it deserved. The members of 106 are to be congratulated upon the social triumph with which they crowned a year of successful work.

* *

Divisions 1, 41 and 293, all located at Chicago, Ill. have decided to hold a union meeting of members of the Order on the first Sunday in February. All members in good standing are invited to attend and all Divisions are invited to send representatives, the idea being to awaken new interest in the Order and discuss matters of general interest to the organization and its members. The grand officers are invited and some of them will undoubtedly be present. Great good can be accomplished by a meeting of this kind, and we predict such results from this as the arrangements are in the hands of members especially qualified for such work.

* *

The Railway Age, Jan. 4th, says: "If a decision rendered at Ottumwa, Iowa, last week by Judge Babb holds it would seem to be a blow at railway relief associations. A brakeman, H. C. Robinson, was killed, and his estate was paid \$750 as the agreed death benefit by the voluntary relief department of the C., B. & Q. road, but subsequently the administrator sued for damages, claiming negligence on the part of the company. The company made the defence that the employee's contract with the relief absolved it from further damages, but Judge Babb rendered a decision in favor of the administrator and against the road."

As the employees pay, out of their earnings, for all the insurance furnished by these relief associations, it would seem that Judge Babb's decision was based in equity.

* *

We had hoped to be able to present editorially this month a review of the bill prepared by Messrs. Wright and Kernan, at the request of the Committee on Labor of the House of Representatives, intended to provide for the settlement of controversies between railways engaged in interstate commerce and their employees. The experience had by the framers of this bill is very prop-

erly considered as having especially fitted them to propose intelligent, efficacious and practicable ways and means of securing the desired result.

As many mistaken statements relative to the provisions and intent of this bill have appeared in print, we give briefly its more important features as understood by the writer, after hearing it read over before the committee at whose request it was drawn.

The bill provides for the establishment of a National Commission of five members, non-partisan in composition, and of which one member must at all times be from the ranks of an incorporated labor organization. This commission will be empowered to sit as a board of arbitration in any dispute involving the interests of interstate commerce, and where both parties to the dispute voluntarily submit the case to their arbitrament, their decision is final and enforceable by the federal courts. If both parties do not agree to such arbitration the commission may act as mediators or conciliators, and may tender their services in such capacities. If such tender is declined by either or both parties to dispute, the commission are authorized to make careful investigation into all matters leading up to the trouble and will make public their findings and opinions.

There has been in existence for several years a United States statute permitting the incorporation of labor organizations. The bill under discussion removes the principal objections to incorporating by providing that an organization incorporated under United States statute will not be held responsible for the unlawful acts of its members and individual members are exempted from liability for corporate debts.

Provision is made that the official representative of the organization may appear in any matter for it or for any of its members in any Federal court.

Discrimination against an employe or an applicant for employment on account of membership in a labor organization is prohibited, as is membership in any relief association as a condition of retaining or securing employment.

Black listing in any form is made unlawful, and suitable penalties are attached to violations of this and other provisions of the bill.

Taken as a whole, the bill contains so much of good to the organizations and their members that its enactment should be sought, even if that could only be secured by waiving some objections to minor points, or preferences as to details respecting the means by which, or the channels through which, the good is to come.

If national legislation can be had on these important matters, how much better it will be than to have a large number of state laws which will conflict with each other in a greater or less degree, and which would probably be declared unconstitutional on account of interfering with the constitutional right of Congress to supervise and regulate commerce between the different states and territories.

If organized railway employees desire this legislation (and it aims to cure some of the ills about which there has been most complaint) they can secure it by having their representatives endorse and urge it. Write the Grand Chief Conductor your views and, as soon as we receive copies of the bill, we will review it more extendedly.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Jan. 1, 1895; Expires Feb 28, 1895.

Assessment No. 291 is for death of W. M. Munger, Dec. 20, 1894.

BENEFITS PAID FROM NOV. 21 TO DEC. 22, INCLUSIVE.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert No.	Series.	DIV.
772	\$3,000	Death	A. Crossan	Accident	2123	C	338
773	2,000	Death	E. Clive	Heart Disease	1576	B	170
774	1,000	Death	J. W. Johnson	Consumption	2944	A	358
775	1,000	Death	Geo. Elliott	Accident	1715	A	115
776	3,000	Death	E. A. Snyder	Accident	3578	C	331
777	2,000	Death	T. A. Brown	Accident	2304	B	66
778	3,000	Death	S. M. Van Hook	Accident	1384	C	42
779	1,000	Death	E. F. Sharp	Accident	486	A	60
780	1,000	Death	W. F. Thompson	Accident	2405	A	230
781	4,000	Death	A. Sanders	Accident	357	D	96
782	3,000	Death	O. H. Everett	Apoplexy	3164	C	154
783	3,000	Death	M. Wade	Pneumonia	3478	C	15
784	2,000	Death	B. B. Sornburg	Accident	1830	B	76
785	3,000	Death	M. J. Lul	Heart Disease	3519	C	10
786	3,000	Death	J. H. Reed	Accident	3906	C	168
787	1,000	Death	G. W. Minear	Accident	910	A	263
788	3,000	Death	W. A. Wampler	Accident	3431	C	179
789	5,000	Dis.	C. L. Beeland	Loss of Foot	75	E	284
790	3,000	Death	C. D. Stannard	Accident	3631	C	226
791	2,000	Death	M. Dursee	Sarcoma	591	B	208
792	1,000	Death	P. Delaney	Accident	2871	A	162
793	2,000	Death	T. P. Hibbs	Accident	1347	B	162

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,882; Series B, 2,699; Series C, 4,601; Series D, 357; Series E, 79. Amount of assessment No. 291, \$25,906; Total number of members 12,650.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to November 30, 1894.....	\$1,802.839 50
Received on Expense Assessments to November 30, 1894.....	25,995.00
Received on Applications, etc., to November 30, 1894	28,517.84
	\$1,857,352.34
Total amount of benefits paid to November 30, 1894.....	\$1,753,804.00
Total amount of expenses paid to November 30, 1894.....	64,296.72
Insurance cash on hand November 30, 1894.....	39,251.62
	\$1,857,352.34

EXPENSES PAID DURING NOVEMBER.

Incidental, \$55.56; Fees returned, \$3.00; Stationery and Printing, \$36.35; Salaries, \$355.00; Postage, \$331.00; Assessments returned, \$12.00; Total, \$792 91.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month, and sometimes several months.

Received on Assessment No. 287 to Dec. 20.....	\$24,442.00
Received on Assessment No. 288 to Dec. 20.....	12,325.00
Received on Assessment No. 289 to Dec. 20.....	4,486.00
Received on Assessment No. 290 to Dec. 20.....	4,345.00

WM. P. DANIELS, Secretary.



Oates.

Rochester Division No. 8 mourns the loss of Brother John Oates, a worthy and highly esteemed member. Suitable resolutions of condolence with the bereaved family and more immediate friends were adopted at the last regular meeting in December.

Sanders.

Resolutions of respect to the memory of Brother A. Sanders and of condolence with family of deceased were adopted by the members of Division 96 at their meeting on Dec. 2, last.

Nash.

Died at Tracey, Minn., August 27th, after a brief illness, Hugh Roderick, youngest son of Brother A. M. Nash, of Huron Division 121. The entire membership of the Division extend to their worthy Brother their fullest sympathy in his great sorrow.

Gile.

At a regular meeting of Arkansas Valley Division No. 36 O. R. C., resolutions were adopted expressing the sorrow of the members at the death of Brother D. C. Gile, an honored member of that Division.

McNamara.

The sincere sympathy of all the Order will be extended to Brother J. M. McNamara, of Division 223, who is mourning the death of his beloved wife.

Barnes.

Brother J. T. Barnes, one of the best known and most highly regarded members of Division No. 284, met with death while in the performance of his duty on the S. A. & M. road. He was in charge of an east-bound train and while working near Cordele, Ga., fell from the top of a car and was ground in pieces by the wheels. The funeral was held in Douglasville and was largely attended by sorrowing friends. Brother Barnes was a zealous member of the Order and a Brother in all that term may imply. The deepest sympathy of our entire membership will go out to his young wife in her hour of supreme sorrow.

Bencini.

On last Christmas eve the members of Ideal Division No. 39, L. A. to O. R. C., were called upon to mourn the loss of their Sister, Mrs. Nora Carey Bencini, the first of their number to be taken by death since their organization. A husband and five children are left to mourn the loss of a faithful and loving wife and mother, and to them will be extended the most profound sympathy of all who are bound to them by the double ties of friendship and fraternal love.

Hansell.

At the meeting of Division 224 held on Dec. 2, last, resolutions were adopted expressing the sorrow of the members at the death of Mrs. Belle Hansell and their sympathy with Brother Hansell and his little daughter in their great grief.

Ball

Bessie, the seven year old daughter of Bro. Ball, of Division No. 74, died of diphtheria on December 23d, last, after an illness of not quite one week. Bessie was one of the brightest and sweetest little girls in her home city and her death brought a deep sorrow to many outside the family circle. The parents are inconsolable, and to them will be extended the sympathy of all who knew and loved her.

Sanders.

On December 9, last, Division No. 43 met with a heavy loss in the death of its Chief Conductor, Brother J. A. Sanders. Deceased had been ill but a few days and the suddenness of his death added to the severity of the blow it dealt his friends. Brother Sanders was not only an able and zealous worker for the good of the Order but was the warm friend of all its members with whom he came in contact, and the news of his death will bring a personal sorrow to all whose lives had been blessed with that friendship.

Munger.

Brother Wm. Munger, of Division 2, was killed while in the discharge of his duties on the C. & A. at Godfrey, Ill., December 20, last. At the time Brother Munger's train was standing on a siding, and while waiting he inadvertently stepped upon the main line just in front of a passing train and was instantly killed. The funeral was held at Warsaw, N. Y., and was attended by the Chief Conductor of his Division, together with many of the Brothers. Resolutions were subsequently adopted expressing the sympathy of the Division with the bereaved parents, wife and little son.

Kilbourne.

The charter of Hollingsworth Division is draped in mourning in memory of Brother H. H. Kilbourne, who departed this life on Dec. 8, 1894. Brother Kilbourne was not only unusually popular with those to whom he was bound by fraternal ties, but he stood high in the estimation of the traveling public he had long served so well. It will be long before his place with them can be fully filled.

Diven.

The ranks of Dauphin Division were broken on December 29, last, by the death of Brother D. M. Diven, aged fifty-six years. Brother Diven received the injuries which caused his death on the evening of December 23, while discharging his duty as conductor of the wreck crew. Through some unfortunate mistake No. 10 crashed into the rear end of his train, catching Brother Diven and inflicting the injuries as stated. At first it was thought he would recover, but complications arose after several days which baffled the skill of his physicians and ended in death. Brother Diven was a veteran of the late war and had been in the railroad service about thirty years. He was a consistent member of the Order and had a host of friends in all parts of the country to whom his sad death will bring a deep and abiding sorrow.

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THE RAILWAY CONDUCTOR.

"MAN WANTS BUT LITTLE HERE BELOW."

But he wants to be free from

Rash,
Chapped Hands,
Sore Hands,
Scalded Hands,
Open Sores and Cuts.

And for such there is no such soothing and healing remedy as a simple wash with

Glenn's Sulphur Soap.

It is suited for all the wants of railroad men, as well as his wife or children, for the immediate relief of all skin troubles. It removes grease and dirt, yet heals at the same time. Your druggist keeps it.

N. B.—Beware of vile imitations. Ask for and obtain **Glenn's Sulphur Soap.**



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THE RAILWAY CONDUCTOR.

VOL. XII.

CEDAR RAPIDS, IOWA, FEB., 1895.

NO. 2.



CONTRIBUTED.

ANOTHER VIEW OF THE CORPORATION.

BY W. P. BORLAND.

There is no persistent effect without a persistent cause, and the persistency with which corporations have overleaped the boundaries of their rights, ignored the laws and imposed their arbitrary rulings on the people, in spite of the many efforts that have been made to restrain them within the directing power of the government, seems to prove that the corporate structure contains within itself a principle which comes closer to satisfying the needs and aspirations of a majority of the people than does the government itself. In other words, it seems that the power of restraint sought to be exercised by the government, if successfully applied, would prevent the corporations from doing something for the people which they want done. The people conceive that such effectual restraint might deprive them of advantages which they are not willing to forego. The corporation caters to the larger interest, the government to the lesser, and it thus happens that the corporation grows to be the stronger force, and attains power sufficient to enable it to successfully resist the government; and override its decrees, whenever the two interests come into opposition. The corporation satisfies a want of the people, which the government, as at present constructed, does not, or cannot; the principles of the corporation thus persist while the principles of the government are overridden and extinguished.

This must be true; there must be compensating circumstances; else the American people would not calmly submit to see the principles of their government, principles which have been estab-

lished at such a terrible sacrifice of blood and treasure, ruthlessly trampled under foot at the behest of corporations. It is no new fact that confronts the American people. It was not yesterday nor the day before that corporations began their aggressions on the civil and political rights and liberties of the people; not recently that they began to undermine the authority of the government and defy the laws of the land with impunity; the process has been going on for years; it is a fact that has been harped on, and dinned into the ears of the people, both in and out of season, for almost a generation. Old Cato himself was not more persistent in calling the attention of the Roman people to the necessity that existed for the destruction of Carthage, than have been many of our most prominent publicists and statisticians in calling attention to the encroachments of corporations within the last two decades. Workingmen have had their attention called to the matter through their organizations and otherwise; there have been labor leaders who talked of scarcely any other fact for years; there has been agitation enough in all quarters to cause the American people to rise up, as one man, assert the integrity of their government, and crush the whole damnable brood of monopolists operating under corporate franchises forever out of existence. But it has not been done. Must we believe that there are not patriots enough remaining in this country to save our government from destruction, if it was felt to be really worth the saving? There is no room for any such belief; the government is effete.

During the persistence of that excessively militant type of society which flourished in the feudal period industry was little thought of, and the energies of government were exerted for the purpose of restricting it within certain narrow bounds and surrounding it with vexatious and nonsensical regulations; the minutest details of trade and industry did not escape the prying eyes of government agents who were appointed to regulate everything relating thereto, from the set of a coat or the quality of a hat to the number of threads contained in a yard of cloth. Manufactures could only be carried on as they were licensed by the government, and then only under certain strict regulations prescribed by the guilds. Each guild looked upon its own specialty as an independent whole; each was exceedingly jealous of the others, and quick to resent any encroachments on the part of those not properly coming within its regulations; and the power of the government was exerted to maintain the status of the guilds and the integrity of the numerous divided interests. When the government told the cooper how many hoops he should put on his casks, and fined him for a hoop not properly set; and when the cobbler was fined for renewing more than a certain portion of a pair of shoes, so as to prevent him from interfering with the trade of the shoemaker, we may well say that government regulation of industry was carried to the point of absurdity.

As industrialism became better developed, the numerous and petty regulations surrounding the exercise of industry became exceedingly vexatious and burdensome; men resisted them; the authority of the government to interfere in such matters was denied; a reaction took place; and, flying to the other extreme, as is always the case, the dogma became established that the government should have nothing whatever to do with the regulation of industry, but should leave it entirely to the free play of private interests. A school of political economy, with Adam Smith as its reputed father, is founded upon this belief.

As men gradually become emancipated from the old trade regulations of the government and the guilds, industry expanded to a wonderful degree; science and invention entered the field, and the machine and steam power made their appearance; militancy declined in importance, and gradually became subordinate to the main purpose of the social organism; and the prevailing type of society became the industrial.

The tendency of the competitive industrial regime is towards economy in industrial methods and the cheapening of the necessities of life; under the influence of competition for profits the product of a given industry is vastly augmented, and its

price is greatly lowered to the consumer. Economy in production, then, is agreeable to the consumer because it gives him cheap products; it is agreeable to the producer because the tendency is to insure him large profits. Anything which makes for economy, then, satisfies a want of the masses and is bound to survive; anything which makes for extravagance in production is bound to die out. The divided industrial interests of the old regime are a bar to the highest economy, and struggle as they may for existence, they are bound to perish. The tendency is all in that direction, because economy demands it. Here is where the corporate methods come into play as an expression of the higher law of industry. Large capital and economy go hand in hand, and the joint stock company is the most perfect mechanism for the consolidation and administration of large capitals yet devised by man; the corporation survives because it insures economy. The corrupting influence of the stock company in private hands, its tendency to consolidate divided interests and crush out small industries, was well recognized in England when stock companies were first proposed; it was looked upon as a device of the devil, and its authorization by parliament was vehemently opposed. But the stock company gained the day, and England is today the country in which it has gained its highest development, with the possible exception of the United States, where the field of exploitation has been larger and the government has been quicker to aid the process of corporate consolidation.

Under the influence of the demand for economy in production the governments in all progressive countries, and especially in the United States has the government departed from its traditions, have been induced to make large holes in the economic theory of non-interference with industry, which theory has, indeed, never been fully accepted in practice, and the masses have looked with a kindly eye on the process because it has cheapened the necessities of life. The improvements in the production and distribution of products which have produced such wonderful changes in the conditions of industry within the past fifty years, could never have been carried through except by means of some such a device as the stock company. No individual, for instance, could have commanded the capital sufficient to carry through unaided such an enterprise as the Pacific railway; and even if this were not a fact, an enterprise of that character could not be properly conducted except by a body, such as a corporation, which never dies; the intelligence in control of such an enterprise must be capable of continuity; it must not be dependent

on the life or death of a single individual. The people wanted the railways; they saw vast economic benefits for themselves from their construction and operation; and they looked on approvingly while their representatives granted vast government concessions to private corporations who, in return for such concessions, guaranteed to furnish the railroads. Following the economic doctrine, that government should not interfere in private industry, it was supposed that government ought not to build and operate railroads, but it did not occur to the legislators for the people that the granting of concessions and special privileges to private parties for such a purpose was, or could be, government interference with the right of private industry,—that fact appeared afterwards, in the development of the railway business—and those few who did venture to protest against the granting of subsidies and the reckless squandering of the public domain were looked upon as public enemies, and their warnings were silenced by the plea of the public benefit. It did not occur to the people that the public benefit should be looked after exclusively by the regularly constituted body for that purpose—the government; it did not contain the principle which permitted it to attend to the public benefit in the industrial field, or so the matter was conceived by our statesmen, and the corporate structure in private hands did contain that principle; so the economic argument prevailed, and the principles of our government were sacrificed with the entire approval of the mass of the people, in return for cheapness. Well, the people have cheapness enough, God knows; what more do they want? They are beginning to discover that they want liberty as well as cheapness; they are beginning to discover that cheapness without liberty is an unmitigated curse; they are beginning to discover that corporate direction of industry, while it insures cheapness, does not insure liberty, but, indeed, sacrifices liberty to obtain cheapness; they are beginning to discover that by the corporate methods of obtaining cheapness men are cheapened as well as products; and they are beginning to ask themselves if cheapness cannot be purchased at too great a price. Liberty, as well as cheapness,—that is what the people want; and in the long, long end they are bound to have them both. The principles of our government have been sacrificed that the corporations might give us cheapness; there is not enough of our original theory left to make a respectable government for a backwoods county or a country village. This fact is becoming more and more apparent to the people every day; and the time will soon come when they will begin to ask, and put intelligence behind their questioning,

why, if the principles upon which the government is founded are to be sacrificed at all, they are not sacrificed in the interests of the whole people instead of the insignificant minority representing corporate interests. Paternalism and socialism are terms that have well served their purpose, as bogey men to scare the people into submission to methods of economic decrepitude in the conduct of their social affairs, and to hold them quiet while the corporations stole away their liberties; but just now they are beginning to ask, "If paternalism is so bad for the people, why is it so good for the corporations?" And, mark this, they will get a proper answer to their question in the end, for the people always get what they want in the long run. They are slow to move; they are patient and long suffering under injustice; but when they do finally overpass the limit of their patience and make up their minds to a certain line of action, they move with the impetuosity and restless energy of a mountain torrent. Barriers are brushed away as if they had never been; social and political lines are obliterated as speedily and effectually as though they had never existed; codes, statutes and judicial decrees lose their meaning, and *man* stands forth as king of the universe, and asserts his superiority to all conventional usages and economic arrangements on earth.

Under our form of government, under the theory which we preach and forget to practice, there can be no possible question but every corporate franchise, every tariff arrangement and every attempt whatsoever of the government to extend aid to individuals or classes in the conduct of private industry, is utterly void and worthless. And this is not straining the theory at all, nor attempting to carry out a principle to the point of absurdity, but is merely a plain statement of fact from the basis of actually existing laws. So far as any industry rests upon a grant from the government, directly; through a franchise, or indirectly, through tariff regulations which shield it from competition, it is a monopoly; and a monopoly in private hands involves the power of taxing the people for private purposes. This is a power which the legislature cannot confer on any man or set of men, because it itself does not possess any such power. The legislature can tax or authorize taxation, for public purposes only, and taxation for the benefit of an enterprise in private control is not for public but for private purposes, and is beyond the power of a republican legislature. This is not only good-republican doctrine, it is good law. "The taking of A's property to give it to B, or the identical act of giving B a power whereby he may help himself to A's property, is

beyond the limits of legislative authority. And what the legislature cannot do directly, it cannot lawfully accomplish indirectly under the guise of a franchise. The settled principles of the law, logically carried out, would render utterly void every franchise in existence. Even the sovereign power of Queen Elizabeth was held incompetent to create monopolies (Case of the Monopolies, 11 Coke, 84 b) because they were detrimental to the interests of the people. And if the 'Divinely Commissioned Ruler' of the people may not inflict this injury upon their interests, by what authority can it be done by the servants of the people, elected to conserve their interests, not to defeat them? An agent must be loyal to his principal's interests, and the moment he ceases to be so his authority vanishes—that is bed rock in the law of the civilized world."—Parsons on Monopolies.

But, suppose our government should conclude to be honest. Suppose it should revoke all its grants of rights and privileges, and revert to the absolutely republican principles upon which it is founded. Would that satisfy the wants of the people? Would that not introduce chaos into the industrial world to little purpose? Would it be of any benefit whatever to the people, without at the same time instituting changes of the most radical character in our laws of property? I cannot see that it would, for property follows a law of its own—and that fact is precisely what has gotten us into our present difficulties—it laughs at statutes and court decrees; and as long as it is permitted to invade the industrial field and control the necessities of life in the search for profits, it will follow the shortest road to its end, if not by virtue of the law, then in defiance of the law. Make what laws we may regarding the administration of property, whatever the owners wish it to do it will do. In the words of Emerson:

"To every particle of property belongs its own attraction. A cent is the representative of a certain quantity of corn or other commodity. Its value is the necessities of the animal man. It is so much warmth, so much bread, so much water, so much land. The law may do what it will with the owner of property, its just power will still attach to the cent. The law may in a mad freak say that all shall have power except the owners of property; they shall have no vote. Nevertheless, by a higher law, the property will, year after year, write every statute that respects property. The non-proprietor will be the scribe of the proprietor. What the owners wish to do, the whole power of property will do, either through the law, or else in defiance of it."

It is the law of property, then, not the law of persons, that needs doctoring; and our govern-

ment must be made to sustain different relations than it does to the law of property before it shall be able to satisfy the wants of the people. The old form of government has served its purpose; it must give place to a new. Corporate methods for bringing about economy have worked out their ultimate; they have reached the point where the antinomy appears, and they can benefit the people no further from the present basis; the search for economy, which is bound to continue as long as the ideal is the acquisition of material wealth, will henceforth result in the cheapening of men instead of products, and all the benefits will go to the owners of corporate property, and not to the people at large. Instead of opening up new avenues of industry, corporate methods will henceforth find their best field in the consolidation of industries already existing; the wiping out of divided interests, the elimination of small producers from the field of industry, and the abolition of competitive extravagances in the industrial processes. The logical end, from the present basis of action, is a single giant corporation controlling and exploiting the whole field of industry for the benefit of a comparatively few rich proprietors, and the great mass of non-proprietors absolutely dependent on them for all the necessities of life. This is a living fact; government must deal with it. The efforts of present proprietors are directed to the end of having government exert itself no further than is necessary for the maintenance of the present status; but people demand, and the interests of civilization require a new status; government must accommodate itself to the new requirement. It is time that men applied intelligence to economic affairs. Warehouses bursting with fullness of the good things of life, enormous stocks of goods becoming stale and shop-worn for the want of purchasers, famine in one part of the land and crops lying rotting on the ground in another, thousand upon thousands of families suffering from insufficient nourishment and clothing, thousands of others unable to procure a mouthful to save themselves from starvation, except as they become paupers and receive it from the cold and degrading hand of charity—is there not stupidity, ay, utter imbecility at the bottom of these facts?

All natural elements, earth, air, water, sunlight, should be as free to the use of man as they are to the birds of the air or the animals of the forest; nature intended them to be so. The government which denies to man this freedom denies all freedom. Again, the material necessities of the people, what they eat, drink, and wear, and the natural elements necessary for the sustenance of their lives, should never be made the subject

of competitive struggle. Government must accommodate itself to these principles if it is to be a people's government, in fact as well as in name. Men must have something to work for; they must have an ambition; must be able to attract the notice of their fellow-men, and raise themselves above the level of the mass. This is all the satisfaction that competition affords the individual. Material wealth for the individual means power; the world has come to look upon the possessor of wealth as a fortunate individual; he has been worshipped because of his wealth, and in proportion to the extent of his wealth; and the ideal of the race has become the acquisition of wealth. But there is wealth enough for all; the agents of production and distribution now in possession of the race are powerful enough to supply all possible needs of every human being, so that none may want for a single material necessity or even luxury. Then, is it not time that humanity set up a higher ideal? Is it not time that the basis of competition was changed, and the individual was supplied with a new field for the exercise of his ambition? Suppose that the character of the government should be altered so as to make it merely the administrator of the industrial affairs of the whole people, to apply corporate methods, in the interests of all, to the production and distribution of material wealth for the people, and leave the people free to compete with each other for the recognition of their fellow-men in the fields of science, invention, and art. Would that not be in the interests of civilization? Would it not be pushing humanity up to a higher plane of life?

To again quote Emerson:

"The tendencies of the times favor the idea of

self-government, and leave the individual, for all code, to the rewards and penalties of his own constitution, which work with more energy than we believe, while we depend on artificial restraints. The movement in this direction has been very marked in modern history. Much has been blind and discreditable, but the nature of the revolution is not affected by the vices of the revolvers; for this is a purely moral force. It was never adopted by any party in history, neither can it be. It separates the individual from all party, and unites him, at the same time, to the race. It promises a recognition of higher rights than those of personal freedom, or the security of property. A man has a right to be employed, to be trusted, to be loved, to be revered. The power of love, as the basis of a state, has never been tried. We must not imagine that all things are lapsing into confusion, if every tender protestant be not compelled to bear his part in certain social conventions; nor doubt that roads can be built, letters carried, and the fruit of labor secured, when the government of force is at an end. Are our methods now so excellent that all competition is hopeless? Could not a nation of friends even devise better ways? On the other hand, let not the most conservative and timid fear anything from a premature surrender of the bayonet, and the system of force. For, according to the order of nature, which is quite superior to our will, it stands thus: there will always be a government of force, where men are selfish; and when they are pure enough to abjure the code of force, they will be wise enough to see how these public ends of the postoffice, of the highway, of commerce, and the exchange of property, of museums and libraries, of institutions of art and science, can be answered."

THE SCARE-CROW OF COMPETITION.

BY JOSE GROS.

We certainly live in an age full of contrasts, such as no other that we can remember just now. In some respects the contrasts are sad and provoking, in others are amusing and exhilarating. That is most particularly the case in all that relates to the general agitations of our national existence, to the plans and processes with which to accomplish some degree of peace and contentment among ourselves, and thus stop our internal dissensions in what we consider economic mal-adjustments. The diversity of those plans is such as to make one's head reel, as in a vertigo, when we contemplate it in all its extent and extremes, in all its follies and aberrations, trivial or stu-

pendous. In most other historical periods men could easily discriminate between two, or possibly three schools of thought. To-day we have so many, and so apparently different, and most of them are so wild or incomplete, as well as complex, that it takes a cool head to make a good choice. Then, besides their apparent difference, some schools are all one in attacking fundamental truth. Take the protectionists, the prohibitionists and the socialists as an example. Each one, in its own way, is down against social righteousness in its simplest and most practical combination, such as embodied in the following formula:

"Suppress all taxes on production and exchange

and tax all monopoly, thus destroying all that wholesale robbery that monopoly implies, and freeing labor from all tribute, when we shall have *free land and free men.*"

But all that is too much of a good thing for protectionists, prohibitionists, fossils and fatalists of all kinds, as well as for men afraid of everything new or different from what they have been taught to be the maximum of all wisdom. None of them can disprove the logic of the above process. It is too plain for that. Expressed in a different form it is as follows:

"We have always crushed labor by taxing labor, and have let monopoly thrive because untaxed. We can then crush monopoly, by taxing it, out of existence, and let labor thrive by freeing all production from all taxes and all tribute."

None of our critics has even backbone enough to apprehend the problem in all its naked simplicity and truth. They have to drop all logic and resort to sophistry, or they take refuge in fanciful misconceptions, unintentionally, perhaps. Yet, what right have we to criticise any subject that we have not honestly tried to study and grasp?

Take now, that extremely weak and incoherent attack against free competition in the *JANUARY CONDUCTOR*. The writer totally fails to prove how such competition could become undesirable. He simply refers to the effects of competition now, to our present cut-throat, unnatural, slave, barbarous competition, just as different from free competition as the reptile from the eagle, the former forced to crawl over rock and dirt, the latter able to clear the highest mountains in its flight through space! That article notifies us that to speak of free competition is just as nonsensical and contradictory as it would be to refer to sober drunkard, truthful liar, honest thief, etc. Does not that prove an intense hate to freedom and to all the beauties and joys that freedom alone can evolve? Does it not exhibit all that is narrow, retrogressive and tyrannical in human development? It is the old story of all fatalisms and despotisms. No confidence in man unless he is placed under the straitjacket of church or state! Eternal war against the freedom that comes from God and his own laws! Idiotic human regulations to take their place!

It is but logical for the average socialist not to see the meaning of free competition, since it embodies a natural law that takes in all life and all forms. The tendency of socialism is to teach men not to bother themselves about universal laws, and thus assume that God left his creations

to the caprices of men, in connection with their social development.

We confess that we are perfectly delighted when our reform for equal freedom and equal justice is so poorly attacked as to convey the idea that the world free applied to any human activity is subversive of all that is right and sensible. That beautifies our own reform movement, makes it look brighter than ever, just as you increase the brilliancy of gold and silver when you stick it to a block of wood painted dead black. We don't ask for anything better than to tell us that free competition is a misnomer, an impossibility; as the protectionist declares freedom in commerce to be something dreadful; as the prohibitionist swears that you can make men temperate without first making them honest through laws of honesty, of morality and ethics! We welcome all attacks against natural freedom, as fixed by divine laws and divine government, and so far, always trampled upon by the government of men.

We are also notified, in that article, that railroad corporations, and by implication all others, would have managed to spring up and accumulate their present wealth, as purely private enterprises, even if government had granted no franchises to anybody. All that is joyful news indeed. Unfortunately, the process by which that could be accomplished is not explained or even hinted. It is simply a wild assertion, and as such it has no value whatever. The whole history of humanity disproves it. It could only take place under a complete social anarchy. If Peter and John can cut off a street across my building lot, or a road across my farm, without my permission or that of any public officers, and so with any other similar public function, then the anarchistic social ideal has been realized, by which brute force reigns supreme, and not even laws of iniquity stand across the caprices of any set of men who may happen to be stronger than some other set.

As it is in our days, and has always been, with only different degrees of intensity, or in this or that form, how can we explain the folly of capitalists or the like, who go through the trouble of hanging around kings and legislative bodies, courting their favor, and even purchasing the right of doing what they may like with the property, the earnings and the freedom of other men? Can every shoe-maker, rag-picker or chimney-cleaner in the land issue bonds and stocks, to be recognized as securities, or do any other similar piece of business as only corporations can undertake? Of course, not. And why not? Because the corporations have been given certain privileges that none of the plain folks have ever yet obtained

from our benighted legislative bodies. Well, we are extremely sorry to have to unmask the fallacies that are placed in print, and hope our dear readers will be patient with us. We had prepared for their benefit this month, a better article than the one we feel forced to give them. We like to diversify our subjects, and promise to do that as often as we are allowed, and we feel we don't need to clear up the path leading to some fundamental economic truth; that being indispensable to all social investigations.

Now, let us state that in one thing we agree with the article in question. We agree in declaring that our present competition is injurious, even to corporations. Hence, the evolution of the trust, which is nothing but a massing of corporations for the purpose of suppressing—what? The cut-throat and barbarous competition inevitable in all social adjustments at war with free competition, with that dreadful thing—*freedom* applied to a certain human faculty, that of producing and exchanging products through the instrumentalities of land and labor.

It stands to reason that those who dread free trade most prefer slave trade, and those who are afraid of free competition shall favor slave competition, or what is worse still, the destruction of all freedom in industrial activities, the latter to be determined by public officers as it was the case in Egypt under the biblical Joseph, that grand financier of old times. And that is the social status to which some of our friends want us to return. They want retrogression, and they call that evolution. They pretend to be at the helm of human

progress, and fail to realize that their progress would go back to the patriarchal ages, when the individual was not yet half formed and men needed a paternal despotism, or they thought so.

The final conclusion of the article we are overhauling, is that the strong and the shrewd must win under conditions of freedom respecting ethical laws under free land and free labor. It is the story of the tower of Babel. Men with their fanciful enactments expecting to transcend and overrule the laws of a wise Creator. No desire whatever to co-operate with Him and His laws!

To show our readers that we don't exaggerate, let us refer to that illustration with which our critic has attempted to prove the horrors of free competition. It is as follows: A dinner basket is placed at a distance of a mile, and a strong man, a cripple and a little girl are invited to start even on a run after that basket, as the only resource for labor, the creator of all wealth, to have the chance of getting a dinner, or a planet large and rich enough for twenty billions of human beings to have an abundance of all the good things of life, if only *ethics* and *freedom* are respected among men! And freedom and ethics are the very things that some of our socialists cannot stand. If it was not so they would take the trouble of understanding the philosophy of taxation on land values, as at least one of the means with which to prepare humanity for *socialism*, if men want it, in due time. We don't think men will ever need it. What we do think, is that truth is virtually endorsed by ridicule and misrepresentations. And for that, any how, we are deeply thankful to some of our socialistic friends.

A RHAPSODY IN EVERY DAY LIFE.

BY W. D. ANDERSON.

[CONCLUDED.]

Again Maude Preston has just finished writing. With a smile of satisfaction she handed Mina Dallas's reply to her note of the previous week, upon which she had traced the additional words, "I hope you will not disappoint me tonight," and made an alteration in date to correspond to the present.

Summoning a messenger she gave particular instructions regarding this note which, when fully comprehended, were still the cause of considerable wonder to him. At the same time she placed another in his hands which bore the superscription, Jeanette Marsden. This he was instructed to deliver at once.

When the messenger returned with Jeanette's reply a smile of exultation stole over her face.

"You have evidently received a favorable answer."

"Yes," handing Mina Jeanette's answer.

"What tactics have you decided upon at your meeting," she said, "having concluded your plans?"

"I shall first incite her sympathy."

"I think, dear Maude, she has already begun to distrust Dallas Benton. She seemed to accept my bit of gossip without question, and when I intimated that these meetings were of frequent occurrence, she was visibly agitated."

"You are becoming a diplomatist, Mina."

"Thank you, Maude,—I shall retire for the present—I see Miss Marsden approaching."

"Very well, Mina, I shall expect you to appear at the climax."

Maude met Jeanette with that effusion well calculated to deceive, and led her to the same seat beneath the evergreens which Dallas had occupied.

"You have been so kind to come to me," said Maude with a sob that led one to think of suppressed tears.

Instantly Jeanette's heart went out to Maude and her words showed a noble spirit ready to relent, yet deep down in her heart was a spark of haughty pride that needed but a breath, mentioned in the name of Dallas Benton, to fan it into a flame.

"Jeanette, you are indeed a friend. I had supposed that but one believed me innocent. While others shunned me, he raised me tenderly and kissed my lips in evidence of his faith in me, and held me in his arms while he whispered words of affection. He promised to interest you in my behalf," said Maude, venturing that Dallas had told Jeanette of his interview with her. "I hope I may not be disappointed, since I think you esteem his excellent character," she said, touching her pride.

Jeanette felt herself sinking and, had not a messenger arrived just then with a message for Maude, she would probably have fallen to the ground.

"I regret that mamma finds Mr. Benton's circumstances and surroundings so far beneath our social life."

"Indeed," said Jeanette haughtily.

"I feel grateful, however, that through his efforts our reconciliation has been brought about, yet, such requests as these are becoming burdensome," said Maude, handing to Jeanette the missive she had received, which was the one she placed the additional words upon.

Jeanette recognized the handwriting.

It was that of Dallas Benton.

X——, July 7, 18—.

Miss Preston:—I shall call at 8 p. m. I hope that you will not disappoint me tonight.

DALLAS BENTON.

The spark within her bosom was fanned into a flame. Where there had been love, was now filled with contempt. Where once there was pity, nothing but odium remained for him who had been so deceitful.

With a supreme effort she regained her composure and with a tone of stinging sarcasm she said:

"Mr. Benton has told me that he has met you clandestinely," her lips curling in a sneer, while her proud form drew up to its full height.

"Will you please repeat that sentence, Miss Marsden?"

Jeanette arose and turned to see who had addressed her. Mrs. Preston, Maude's mother, approached from the rear, accompanied by Mina Halcomb.

"Will you please repeat what you just said regarding my daughter?"

"I regret that you ask me to repeat what must wound your dignity, owing to the relation you owe society," she said with the same cutting sarcasm as before. "I said that Mr. Benton told me he met your daughter clandestinely beneath these evergreens."

"Preposterous! I think, Miss Marsden, that you have intentionally stated an untruth. Maude, have you ever met this fellow?"

"Why, no, mamma. Do you doubt me?"

"No, daughter."

"Mrs. Preston, Mr. Benton will relieve me of the responsibility of my statement," said Jeanette.

"Send for this fellow at once," she said imperiously.

Maude felt her heart sink as she heard her mother say this. It was an emergency she had failed to provide for. She knew that Dallas could vindicate himself and Jeanette Marsden, then all her plans would amount to naught. She was quick to think and act, and, with a warning look to Mina, said, "Yes, mamma, send for Dallas Benton."

Mina perceived instantly what was required of her and said, "With your permission, Mrs. Preston, I will fetch Mr. Benton."

"I shall appreciate your kindness."

Mina's feet fairly flew over the ground, urged by anticipation of what was to follow. She was successful in finding him at home.

"Miss Marsden and Mrs. Preston desire your presence at the home of the latter, as soon as convenient," said Mina.

"I shall go with you at once. Kindly be seated until I tell mother where I am going."

Dallas, as was his custom, told his mother where he was going, but could not give her any further information.

As they walked along, he said to Mina, "I understood you to say that Miss Marsden was at Preston's?" he said doubtfully. "Can you tell me the nature or object of this assembly?"

"Mrs. Preston will enlighten you in a single question, when you arrive."

"What may that be, Miss Halcomb?"

"Excuse me, but I should be compelled to recite the details, which concern your interests and theirs, and which do not concern me, if I were to

enlighten you. I hope you realize the embarrassing position you ask me to assume."

"Miss Halcomb, I shall place you in the position of mediator," said Dallas, laughing. "and thereby destroy your objections."

"Mr. Benton, the situation between Miss Preston and Miss Marsden is very embarrassing. You are about to encounter a scene that will test your discretion and appeal to your sympathy."

"Proceed, Miss Mina; I am interested."

"Miss Marsden called at Miss Preston's home this afternoon ostensibly for the purpose of acquainting Mrs. Preston with the fact that her daughter met you clandestinely. It is needless to say that Mrs. Preston is highly indignant, while Maude is nearly broken hearted that an additional burden of blame be thrown upon her while innocent of all wrong."

"Why did Miss Marsden say this?"

"Let your own experience in human nature answer that."

"Does Miss Marsden seem to have no regrets," he said indignantly.

"Pardon me, I think not. She said that while she admired your ability and talent as a scholar, she could not consider any serious proposal from you. That while she esteemed you as a classmate and friend, she could not think of binding herself to 'puppy love.' Her reference to your father as a debauchee had best be omitted," she said, unblushingly telling a deliberate falsehood.

Dallas was now filled with indignation. "Could she whom he had loved dearer than life have proven so faithless? He reflected a moment, yes, she had said, let us not bind ourselves, and called our love 'puppy love.' He made Mina no answer, but she could see, from his close set teeth, that he had decided upon some course.

As they approached the gateway Dallas lifted his hat to the ladies. No sign of the storm within his bosom was visible upon his face.

"I was requested to call in answer to your summons, I believe, Mrs. Preston?"

"You are quite right. I desire to ask a question and trust you will answer it."

"You have that assurance, madam."

Dallas looked at Jeanette; her eyes met his with that calm look which said, I know you will tell the truth. He looked at Maude; her hands were tightly clinched and an appealing look from her eyes seemed to say, save me!

The fatal decision which changed the whole course of his life was not long coming. He answered deliberately, closely noting the effect that his words produced upon Jeanette Marsden.

"Miss Marsden has informed me that you said

that you have met my daughter clandestinely. Is this correct?"

There was fierce battle within his breast between honor and knavery. Should he answer truthfully, he would not only add additional doubt to her innocence but would implicate himself unpleasantly, he thought selfishly. Mina Halcomb's words burned his heart. He had no reason to doubt but that Jeanette had spoken so unfeelingly after having heard the evidence that came through Mrs. Preston's interrogative.

He answered:

"I fear that Miss Marsden has been guilty of stating an untruth."

"Dallas Benton, dare you deny the truth?" said Jeanette, while her whole frame quivered with emotion. Then, as she realized the position she occupied by reason of his denial, she broke down in grief, and, while tears were pouring down her cheeks, she said, "Would you lay me in a lie before these people? Speak the truth, Dallas, O, do not let that lie rest upon your lips," she said.

Again honor struggled for mastery, but that appealing look from Maude and the haughty wave of disrelish for further investigation from Mrs. Preston, checked the spirit which was asserting itself.

"I am quite satisfied with your answer, Mr. Benton," said Mrs. Preston, with evident anxiety to dismiss the subject. "Thank you for your kindness."

Dallas departed without courtesy. His heart had suddenly filled to overflowing as he caught a glimpse of the tear-stained face of Jeanette Marsden, whom he had loved so well—whom he still loved.

He passed the gateway that led to his humble home, lost in meditation. He recalled himself, and retracing his footsteps entered his home.

Mother's eyes were not too old but that she could read the secret of a troubled heart within her boy. She knew that he would come to her for advice and comfort. When they sat before the hearth that night, Dallas went over to his mother's side; then, as in boyhood's days gone by, he kneeled at her feet and she knew that his pent up feelings were about to find utterance. The poor, wrinkled hands that had many times stroked his fevered brow while suffering for the necessities of life, again stroked his dark locks and throbbing brow with a tenderness that was wont to drive away the sorrow that filled his soul.

"I loved her so dearly, mother, she was all that was good and pure. I believed her too noble to sacrifice a confidence for sake of jealousy or revenge. I thought her too charitable to refer so unfeelingly to my unfortunate father. Yet,

mother, I forgive her. I know that she is suffering even now, more intensely than I, under the disgraceful cloak of a lie which I placed upon her shoulders. God forgive me, for she never will," he said as his frame shook with emotion.

Dallas did not know that his words were almost breaking her poor old heart. Her sympathies made more acute by her own sufferings, opened the fountain of tears that trickled down her poor wan cheeks and flooded the old, iron-rimmed spectacles over her eyes; the hot tears dropping upon the wrinkled hands that had toiled and cared for him. Then she whispered such words of encouragement as she could, always hoping for a brighter side, which makes life endurable.

Months dragged slowly by, bringing their changes.

Jeanette Marsden had suffered a long illness. School had closed and the graduating class received their diplomas under the class motto, "Labor Omnia Vincit." Jeanette Marsden, while recovering from her illness, prepared an elaborate essay which was delivered in that captivating style so peculiar to her.

Dallas Benton's address, founded upon his bitter memories, "It Might Have Been," was not so deeply appreciated by his auditors as if they had known the depths from which the thoughts were taken. It was, however, a masterpiece of rhetorical art, as well as were others which showed careful study.

Many a heart was filled with sadness as they passed from the portals of that old school building, realizing that no more should they meet with those now gone into the world, as in the happy days gone by.

Each, by his individual efforts, had fitted himself for some calling in life or had laid the foundation for a broader and more expansive sphere. Dallas had only begun the study of a profession when death claimed his father. The shadow of sorrow rested none the less heavily upon them that the husband and father was the unfortunate victim of drink. The days were not forgotten when he was the kindest husband and father, toiling for those he loved that they might know no want; but in an evil hour the tempter wrecked the frame, but death freed the soul from the bonds of slavery.

Upon Dallas now devolved the maintenance of home and the support of his mother. There was no income from any source. He must cast about to find means to relieve their present necessities as well as to liquidate the expenses of the funeral of his father.

In his earlier years he conceived the idea that he would some day become one of the vast army

of men who compose the railroad brotherhood; and now that his circumstances no longer offered any opportunity to attain a profession, the fascination of a life upon the rail again took hold upon him.

Dallas was successful in securing a position in the lowest capacity of train service. As a brakeman he was obedient and courteous; prompt and active in the fulfillment of duty, creating a feeling of confidence not only among his fellow workers, but among his superior officers.

His thoughts often reverted to the past, bringing up a picture before him that brought a look of sadness to his face; then his black, sooty hand would dash across his eyes to remove a suspicious moisture that had gathered there. His ability in all that goes to make it complete in every sense, was soon recognized by his superiors by way of promotion to the position of conductor. His hardships were now less severe but his responsibilities were correspondingly increased. The compensation in this position exceeded that of a profession in the ordinary, and on the announcement of the marriage of Jeanette Marsden to the junior member of King Bros.' banking house, he relinquished all concern as to a professional life, and devoted his attention more assiduously than ever to this fascinating life of danger.

Maude Preston, after a successful conquest, during a short acquaintance, became the wife of a young engineer, but her innate desire to deceive, soon made her forget the marriage vow. His eyes were hard to open to the fact that his idol was faithless, but when the shock came he could not bear the grief and shame of the ribaldry that he knew would follow among the coarser class, and in consequence silently departed, regretting only to leave behind his baby daughter.

Mina Halcomb became the wife of a fireman, whose industry soon promised him promotion to engineer; but whether through the early influence of Maude Preston, or through a natural disloyal disposition, she also was discovered faithless to her husband, who had believed her pure during their union of ten years, and during which time she became the mother of children. A separation followed, and the divorce granted to him the custody of his little ones, while she threw off all restraint and became lost to all who knew her.

Dallas Benton noticed from day to day the declining health of his mother, and conceived the idea of giving her a companion who would gladden her heart and drive away that solitude which became so oppressive to her during his absence. She encouraged him in carrying out his intention, hoping to rekindle within him that buoyant spirit

that seemed to have died when Jeanette Marsden was lost to him.

Dallas found a most estimable lady who was fitted to assume any position in society and who became a most devoted wife. It is his pleasure to leave no wish of hers ungratified. His luxuriously furnished home indicates that his heart still finds attraction there.

His old mother now relieved from want, sit, near the cozy grate, dozing; while her grandsons full of mischief, approaches with an inflated paper sack which he explodes in his hands, and scares grandma.

Dallas is gazing into the embers, reviewing the past. In the little jets of flame bursting from the asbestos log in the fireplace, he sees pictured again that happy face, and he smiles tenderly as a subtle thrill fills his soul. The picture changes and the smile that lighted his face dies out.

"I have heard that she is not happy," he said musingly. "My heart goes out to her in pity. She has suffered innocently, the report of perfidy. God keep her; her poor heart must be broken.

While my heart bleeds for her I am powerless to act in her defense. Like Prometheus, I lay helpless, chained to the rock of fate."

His reverie is abruptly broken by a sharp peal of the hall bell.

He arose quickly in response to the summons. It was the crew caller.

"You get No. 17 at 9:30 p. m. Hurry over, please."

"All right, Archie, I shall be there as soon as possible."

He had become so accustomed to his life upon the rail that few preparations were necessary before his departure. He bent down and kissed the furrowed cheek of his old mother, while his lips murmured, "God bless and keep you." A tug at the hem of his coat showed him another who did not desire to be forgotten, as he stood there in his little night dress. Then a pair of loving arms encircled his neck and as he drew her to him she said: "God protect you, my noble husband, from danger and bring you home safe," and he was gone.

A TOUGH CUSTOMER.

BY FRANK A. MYERS.

[CONCLUDED.]

Before I suspected it he gave me a stunning left-hander right between the eyes that almost paralyzed me and made me half blind. In this temporary moment of ascendancy he quickly got out of his seat into the aisle and, throwing out a foot, pushed me back over it and crowded me down to the floor. It was all so quick—before I could think. Before, I was the aggressor, now he was. As I went down my hold gave way on his wrist, and he lifted his arm to strike me in the face. But Frank was ready, and caught his arm in a vice-like grip. Frank was a powerful fellow, and what his fingers closed on was right there. You bet it was. At this point my brakeman, Jim Bass, flew in at the door, and with one stride was on top of the surprised fellow with both hands in his long hair. He yanked his head both ways at once, it seemed, and once it struck the arm of a seat with a crack that would have split a decent man's skull. By this time I was up again on my feet. I could hardly resist kicking the dirty dog, and one instant my foot was lifted to do it; but I thought better,—three to one—it wouldn't do. Certainly we could manage him now. He seemed to give in, knowing what odds were against him. It was well he did. I tell you, for we had the fel-

low dead to rights, and could have literally used him up.

"You've got me," he gasped as soon as he could get his breath.

"Of course we have," said Jim in a triumphant manner.

"You might have known it," said Frank.

"You'd better learn a lesson here and now, and never resist a conductor when in the line of his duty," cried Jim in his hoarse way. When Jim was a little excited his voice was enough to terrify an army. I was so blind with rage and the blow in the face that I shouted:

"You infernal rascal! Don't you try to beat me again."

Nearly all the men in the crowded car were standing at this time, and looking in intense excitement. One young woman fainted dead away, and another gave four or five fearful shrieks.

"Don't be alarmed, ladies; it's all over now," I said in the most assuring manner I could command. And it had a good, soothing influence. I tell you that frightful moment was intense, like the ending of a tragedy on the stage—except that this one was real and no play or make believe.

"I surrender," cried Hackett—I thought a little

whimperingly. It was best he did, or we would have hurt him—bad! We were in the humor to do it.

"Come, get off—get out!" I said savagely.

"I suppose I must," he said, straightening up. Jim still clinging to his woolly head, and Frank maintaining his grasp on his arm. I had him by the coat lapel, and gave him a solid jerk forward toward the door. "Not so rough, gentlemen," he continued; "I'll go peaceably. I see I must. But I want to say right here in the presence of all these people that I don't think it's right to put me off—not right at all—for I've paid my fare—paid it like a man, an' I don't know what I've done to get all this. I'll make it hot for you and the railroad company, now mark my words. Jim Hackett's speakin', an' he never misses fire—nary time. I'll get *you* yet my little man," he said threateningly to me. He spoke all this as well as he could between our jerks as we dragged him toward the door. It was not a good time for talking, and not very elegantly said. But he did his best, I've no sort of doubt. It was quite a scuffle, with shuffling of feet on the way to the door. He had not made a very tame surrender. It was clearly a case of have-to, and I knew it. Could he have gained a moment's advantage he would have taken it, of course.

"Be careful, while you're trying to get me, that I don't get you," I said in response to him.

As we hustled him through the door there was a great sense of relief in the car. Most persons sat down, and looked out the windows on both sides to see what we would do with him. The door snapped shut behind us with a loud bang. The train had nearly stopped by this time.

"And you mean to put me off, sure?" he asked as we waited for the train to come to a dead standstill.

"Why, sure," sneered Jim, with a laugh at the idea.

"No!" he shouted with a sudden spurt, and before we knew it he almost wrenched himself loose. It was an awful jerk he gave. We almost tumbled off the platform, and Frank would have fallen down the steps if he had not grasped the iron railing. I was half thrown over the brake, and Jim was lifted from his feet. But he still clung to the powerful animal's hair. That was all that saved us. On the platform he would have had an equal chance with us, or at least a better show to beat us off.

"You dirty dog!" I cried, and struck him a blow in the face with all my might. The lick brought the red claret from his nose in a stream. The blow was a poser, and he would have fallen if he had not been so surrounded by us. And

Jim gave his head some more jerking, until his teeth clattered together. After I had struck him I felt half sorry for him, he looked so "absquatulated," as we used to say along that line of road; that is, used up.

Let me tell you briefly who he was. He was a counterfeiter, and had his rendezvous not far off in the thinly settled part of that country. The government knew of him, and was looking for him, but I did not know it then. He was a tall, unshaved, measly-looking cuss, with the general air of an old-time backwoods farmer who rarely ever got to town or saw anybody outside of his own family. He had been making spurious coin for several years, and had successfully passed a lot of it—indeed, I heard afterward he had untold wealth buried up there somewhere in the clay hills and hollows. The people round about there who knew him were really afraid of the villainous desperado, who was reputed to shoot at the drop of a hat. They had a tradition up there that he never slept, and no one could get the drop on him. Such cattle are always suspicious—must be, you know—and they are always expecting to be pounced down on any moment by the authorities. They know they are outlawed, and they never expect any mercy. So they ask nor give quarter. It was said his old dilapidated log hut was a regular arsenal, and if he had been attacked there he would have made it hot for the attackers. He always went armed to the teeth. I suppose if I had known just how mean a chap he was, I would not have undertaken to put him off that car.

The car stopped still.

"Now git," I said, giving him a shove that I meant to send him clear down the steps. I had not forgotten the stunning blow he planted between my eyes, and I've no doubt the smart of the rap added some vigor to my push. Frank let go of him, and as Jim released his hold in his wool, he gave him a tremendous kick. But to our surprise the fellow did not go off according to program. He grasped the rails and clung onto the last step. I was the nearest to him. Before I realized it he grasped me by the coat lapel, and throwing himself backward with a mighty surge, jerked me off my feet and out into the ditch with him. I was astounded to find myself on my back in the muddy ditch and the dog standing over me with a horrible, shocking black look on his face. It appeared that he was indeed going to get me right there and make good his threat. Certainly I was down and at his mercy. I'll never forget that man's mean, ghastly look the longest day I live. It is everlastingly photographed on my mind, almost like a scar. You can't tell me that a man don't see things in extreme moments that

he don't see at other times, especially when he is dealing with a powerful desperado who has the drop on him. Not much!

I imagine now I glared up appealingly to him, or at least that my look gave him to think I did; but I'll vow to the longest day I live that I didn't appeal to him, nor did I mean to. He lifted his great bony fist, stooped over, still holding me by the coat, and was on the point of striking. Without knowing just what I did, I jerked up my feet and rolled myself into a sort of ball, much as "She" does when she shrivels up and vanishes upon the stage, and then I opened out with a mighty sudden motion. My feet struck the fellow in the breast and sent him whirling. He had such a hold on my coat that he tore it half off and carried away a strip, clear down the front, with him. I was surprised at the sudden result myself, and as quick as wink was on my feet. As Frank and Jim jumped down to aid me, I motioned them back and said sharply and quickly:

"Back, back! Let him go!"

"No," said the plucky Jim Bass.

"Yes, back at once," I said, and half pushed them up the steps. I now had my revolver again in my hands. If the brute advanced even one single step I was going to shoot him down on the spot without any further ceremony. I felt like taking no more risks with him.

"Let me get a crack at him," said Frank flourishing his glittering bulldog.

"No, no! Back!" And I shoved him up the steps.

Just as I lifted my foot to follow up the steps—bang! I heard a shot and at the same instant felt a tingling, pricking sensation in my breast. The dog was full of revolvers. He had pulled one out of his boot top and fired at me. I looked up. The fellow was standing near the coach not over twenty feet away, and had deliberately fired at me at that short range. Quick as a flash I wheeled and leveled and fired back. There was a screening veil of powder smoke between us. As quickly as I could I fired again, and at that moment he also fired. I turned and leaped up the steps.

When we began to shoot every head was removed from the windows like magic.

Frank and Jim were in my way as I ascended the steps. They both leaned out and banged away. "Dad" and Joe from the engine sent out two little puffs of smoke, and some daring fellow popped out of the open window at Hackett. I jerked the bell rope twice with a quick, nervous pull, and the next minute we were moving on. The whole contest, from first to finish, did not last over five minutes. But how much was crowded into that short space of time!

I looked worse than a scarecrow when I entered the smoker, followed by Frank and Jim—muddy, torn and bleeding. I didn't know how bad I was hit, maybe fatally. I had heard of men dying after the fight, not knowing at the time they were hurt so badly—and so have you.

Dropping into the first empty seat I hauled off my fragment of coat. My shirt front had two bullet wounds in it, both made by the same ball, evidently, as it passed through. Both Jim and Frank helped me in my examination.

"Hurt bad, Lew?" asked Frank nervously.

"No-o-o-o!" I said, as if making fun of the affair. But I didn't feel quite that way inwardly, someway.

"You look pale," said Jim, tugging away at my shirt.

"What you giving me!" I cried. But the truth was, that in the relaxation after the terrible strain and excitement, I did feel like a "b'ilt shirt" on a harvest hand on a very hot day—sorter kerflumixed like, if you understand that.

A closer investigation showed that the bullet had just grazed the skin on the breast—barely enough to bring blood.

"My! that was a close call!" said Frank.

"Did you ever see such a tough customer?" remarked Jim.

"The mean hound was armed from head to feet—no telling how many guns and knives. I think it was a lucky escape for all of us. I tell you, Lew, you had a close shave." Frank said this with a great deal of energy. I could not help but smile at him.

I hunted up another coat and hat—my hat was lost in the fray—and went back into the coach. Everything was orderly there. There was a sense of relief on the faces of all, over the fact that we were well rid of the desperado and on our way again.

More than a dozen asked me whether I was hurt. I felt miserably weak from nervous excitement, and before I began to recover I felt faint. I scolded myself for this manifestation of weakness.

When I told my wife about it that evening after we had run in, she was really alarmed, and she pleaded with me to give up the dangerous work. She never knew how near she came then to inducing me to give up the road altogether and go at something else with less risks to life in it. I never think of that time now without feeling more afraid than I did at the critical moment. That's the way it impresses me yet.

As for Hackett he never bothered me any more after that, though I passed up and down the road every day for about two years. I think he did not

care to run against me any more. The one time was enough.

Not long ago I heard of him. The government officials treed him in his rendezvous, and went down with a posse of men to take him dead or alive. They did not find him at home. As the posse started to ride away they met a man in the highway. He was on horseback, too. Just before they came up to him he paused irresolutely. Somebody in the crowd knew him. It was Jim Hackett.

"That's Jim Hackett, now," exclaimed the fellow.

"Halt!" cried the captain of the posse. But the fellow turned, and putting his heels in his horse's sides, fled.

"Halt!" yelled the captain, observing the fellow's motions. "Halt, or we fire!" But Hackett, knowing he had been caught napping, paid no attention to the order; he hurried away as fast as he could fly.

"Forward, men," commanded the captain, and they set out down the road after the fleeing man, pell mell, helter-skelter. It was a race of life and death. They ran a mile this way along the straight

road, and had gained not an inch on the fellow. The captain in front raised his hand and fired. The desperado turned on his panting horse and fired back. At his first shot one of the horses went down, and the rider rolled off in the dust. Half a dozen shots were fired at Hackett. He seemed to wear a charmed life. He answered lead with lead, but the chances were against him. The chase was kept up; it was exciting. The captain had emptied his revolver, and he drew another, loaded, and continued to shoot. All at once Hackett was seen to throw up his hands and sit unsteady on his horse. Then he swayed and fell off, the riderless horse continuing its flight.

When the men came up to him and turned him over he was past speaking. He died in a few minutes. A bullet had entered his back and passed clear through his body. Thus the man with whom I had my desperate fight, met his fate, passing out of life with his boots on.

Perhaps I did, I don't know—breathe easier after I heard of his death, for I didn't exactly know but sometime, somewhere, we might meet again, and just how that meeting would end could not be foreseen.

ANTONIO.

BY EUGENE SCHAFFTER.

(In The Midland Monthly.)

It is a hot summer day, with a dry wind like the breath of a furnace; one of those days of which the Iowa summer, although short and violent, is not prodigal, being notable exceptions to the cooler and breezier uniformity of weather which prevails from June to September. The few scorching days come to show the possibilities of the climate, and also, perhaps, to offset a similar number of intensely arctic days which are the core of the Iowa winter.

The blazing sunshine from out a whitish blue sky beats relentlessly upon the dusty prairie town yonder, upon the yellow slopes of the gravel pit banks, and upon the gleaming, quivering lines of railroad steel which stretch away into the distance, and torture the beholder with their intense brightness.

The laborers at work in the gravel pit contemplate this picture, and its unpleasant features are intensified for them by the bodily discomfort of baking in a two-sided oven formed by the shelving banks of gravel; into which oven the steel rails protrude like enormous spits thrust in to keep the contents evenly roasted. The sun is almost vertical; its beams pour into the bottom of the pit,

glance from the sides, and are concentrated like rays under a burning-glass. Within the enclosure the light is blinding; and looking from its ends along the railroad embankment is only a partial relief to the eyes, since there the heat shimmers in violet waves, and the sight of it induces vertigo.

About thirty men are at work. With moderate haste, accelerated or decreased according to the vicinity of the foreman, they delve with their shovels into the gravel bank, and fling the slipping stuff upon flat-cars which stand by. Some of it stays, and some rattles down from the sides of the cars with a sound as of falling icicles. The sonorous breathing of the locomotive occasionally quickens into more definite sign of life, as the huge black engine, pulsating with ten-fold heat and shining with painful intensity, moves the string of cars a short distance in order to bring the "empties" within reach of the shovelers.

The men feel the engine to be an added torture in this hot hole. If this were Hell (and many of the laborers are inclined to indulge the comparison), the locomotive would be no unworthy or uncongenial master of the place. The hissing

steam, the stertorous hot breath of the exhaust, the thin vibrant smoke which cannot gather weight to be black, are characteristics which might well become some demoniac presence.

The men are bronzed in face, and the general type of figure is short and heavy. There is a marked cleanness of lip and brow among them, although many chins and noses are vulgar and sensual. Dark, quick eyes, and white teeth, together with a certain careless grace in the adjustment of ragged clothes, can belong only to the races of Italy, and of such are these toilers in the brick-fields of America.

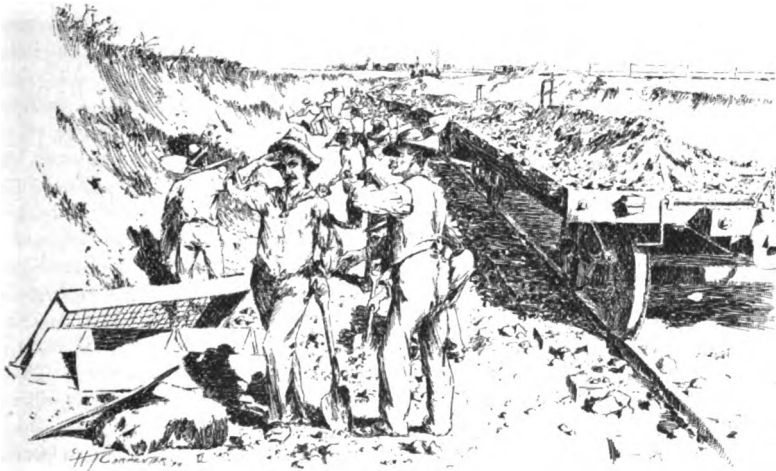
The foremen of the gravel pit is a tall, strong man, with florid face and Celtic features. He moves restlessly about, ordering and directing in no uncertain words (although the idiom is in world-wide contrast with "the soft, bastard Latin" of the Dagos) the painful efforts of the men to

the wind-swept prairies of America, the Celt as master, the Latin as slave, with the mutual hatred which ever attends that relation.

The Irishman hates the "Dago" as something outlandish; as a being with susceptibilities which he cannot understand and cannot quite perfectly control with his profanity. He thinks the "Dago" lazy and shiftless, and, by stupid handling, manages to get just the least possible work out of him.

"Hurry up there, you lazybones!" cries the foreman to a strong, young fellow, somewhat better looking than his fellows. "Can't you lift that shovel?" and he pushes him away in disgust and seizes the implement himself, sending it crushing into the gravel bank with a thrust of his foot, and flinging the contents quickly upon the car. "Come, now, get a move on you!"

The weary Dago takes example, and for a short time plies the shovel briskly. When the foreman



"Antonio—he no well; he sick—no can work."

fill the cars with gravel. They may not understand the literal meaning of his fluent profanity, but the universal idiom of execration gives them a clew to its purport, which is ever "Haste! Haste!" Although the foreman himself suffers intensely from the heat, his discomfort is mitigated by the feeling of authority and the consciousness of responsibility.

An Irishman in charge of Italians is a strange solecism under the sun; the Celt and the Latin in contact again after so many vicissitudes of centuries, since what time the Roman conqueror owned defeat before the barbaric tribes of Britain, and victory over them was left for the far-reaching Papacy. Brothers now in one faith; both bringing Peter's pence to the Pope at Rome; both distinguished by their undying love for their all-embracing religion, they meet thus again on

looks at him again, though, he has relaxed his efforts; whereupon he receives another admonition to mend his ways. The interpreter comes to speak to the foreman: "Antonio—he no well; he sick—no can work," he says explanatory.

"Oh, Antonio, be d——d! He can work well enough. He's lazy. I'll fire him out of this gang if he don't brace up."

Antonio looks at his shovel. It shines clear and hot, and makes him giddy. Perspiration pours down his face, but it dries upon his lips like salt sea-water. The shovels of the other men go "chug-chug" into the gravel bank, in rhythmic time with the hot pant of the locomotive. Antonio looks around for some spot of shade on which to rest his eyes; there is none; but the slanted shadow of the flat cars, turned yellowish-white by the sunshine reflected from the other side of the pit.

Antonio staggers and falls, overcome by the heat; in brief, with a "sunstroke," as we phrase it. There is a shout from his nearest neighbors as they see him collapse upon the sliding gravel bank. The interpreter rushes up with wild gesticulations; even the sandy-mustached foreman is not unmoved. He strides up to the fallen man, looks at him, and gives orders to have water flung in his face. The small water-boy, a child of Italy, with a face of changeful and iridescent beauty, brings bucket and dipper, and Antonio is soon dripping. But the water does not revive him. His face is flushed scarlet, and the eyes seem to protrude; he lies prone and helpless. His hat has fallen off, but it is picked up by the little water-boy and replaced upon Antonio's matted black hair.

The men raise him and carry him out of the stifling air of the gravel pit; the hot engine continues panting for its prey. The victim no longer hears it, unless in dumb monotone it beats measure with the great throbs of blood which surge to his head.

Up and out of the pit, upon a side-track, stand the boarding cars of the gang. From this more elevated position, one has a view of the broad prairie and the distant town. Among the houses composing the town rise two or three steeples, and one of them lifts high a golden cross, ancient symbol of the Christain faith, and modern sign of a Catholic church.

The small group of excited Dagos, struggling up the bank with their helpless comrade, see the cross shining in the sunlight, and one of them, in his own tongue, exclaims: "Viva! Behold the cross! Holy Mary does not desert us, and the little Jesus will save Antonio." The others are encouraged by the thought of divine help. Many of them have been in Rome, and here on the far western prairies was Rome again, holding out a helping hand. The foreman also sees the cross and has a momentary vision of the officiating priest before the altar, with outstretched hands, chanting "*Pax Vobiscum!*"

Antonio is tenderly laid in one of the bunks, which, like small steamer-berths, line the wall of the box car. The interpreter runs back to the foreman, who stands in the shade of the car: "Antonio—he vera sick—mus' get doctor—he die."

"All right; go 'long and get a doctor," replied the great man.

Just as the interpreter starts away towards the town, there is a universal shout behind him, a hurricane of what an American would call imprecation. Hands and arms accompany the excited cries of the Dagos, as they call the interpreter

back. He delivers a rapid wish that an apoplexy may seize them all for stopping him when he is in a hurry. He comes back with a tragic frown on his face, almost Othello-like in intensity. He is instantly surrounded, and a tremendous hubbub begins, in the midst of which the word "*Padre*," seems most prominent. *Padre*, a priest; yes, they think a priest should be brought; Antonio shouldn't perish "unhousel'd, disappointed, unanel'd, no reckoning made."

The interpreter finally admits the necessity, and starts again for the town, accompanied this time by two other members of the gang; for the foreman sees that no more work can be got out of the Dagos until the senseless Antonio either recovers or dies; and for his own part he is not particular which event will again set the shovels a-going in the hot gravel bank. For the present, he does not object to enjoying a little fresh air up on top of the cut. He takes out a cob pipe, much blackened and burned, carefully fills it with chipped plug and is soon puffing clouds of smoke into the air.

Some of the Dagos make a bed for Antonio upon the floor of the car, in front of the big sliding door. They lay down sacks and blankets, and Antonio's own bag is his pillow. They remove part of his clothes and carry him to the bed. One old fellow, with face as brown and clean and wrinkled as parchment, and manner as reserved and proud as an antique Roman, recalls, perhaps, from some experience of long ago in Italy, that one who is sunstruck should be rubbed, and that cold bandages should be applied. The tiny water-boy comes again into requisition; the contents of his two buckets are applied to the sick man's chest and arms with certain indescribable rags. He knows nothing of all this. He seems marked for death.

Strange pipes are brought out by the waiting Dagos, and strange smells fill the air, after they have lighted them; so that even the foreman is disgusted when he gets a whiff of their tobacco-smoke, and swears profusely. They crouch down upon the ground in the shade of the cars, and talk volubly; the older ones say less, but sit gravely like shepherds from the Abruzzi.

An hour passes. Suddenly a carriage is seen coming long the road from town. There is great excitement among the Italians. They continually point at the approaching object, with childlike oblivion of its obviousness. "*Ecco il medico! Ecco il Padre!*"

The carriage comes up a slight incline to reach the place where the boarding cars stand. First springs out the stout doctor, with face clean-shaven but for a mustache. He is smoking a ci-

gar, and nods to the foreman: "Good day, Tom. Where is the sick Dago?"

"He's over in the car there beyant, doctor."

"What's the matter with him?"

"I don't know rightly, doctor, but he appears to be sunstruck or something," the foreman replies with great indifference.

Meanwhile the priest alights, a tall man with iron-gray hair and smooth face. A good, kind face he has, marked with much intelligence. He takes a package out of the carriage. The foreman calls one of the men, a sort of assistant, who has the rare advantage of being an Irishman, and orders him to lead the horse to the shade of the box cars. Both Celts clumsily hide their pipes behind them while making a reverence to the priest.

The doctor thinks Antonio is very ill, as he and the priest exchange glances and low words over the prostrate man. "How long will he live?" asks the father.

"Hardly through the day, there will soon be fever, and it will probably end him. There is very little I can do for him, more than ease the pain when he regains consciousness. I can't prevent fever and delirium and dissolution."

The interpreter and his two companions now come up to the car, having returned from town on foot as rapidly as the great heat would allow. Their coming is the signal for another outbreak of conversation among the Dagos, until the doctor looks out of the door and asks the foreman if he cannot silence that pack of hyenas.

"Shut up there! Be quiet, can't you!" shouts the foreman at them; and the interpreter hisses "*Zitta! Zitta!*" So that there is quiet again, while the doctor and the priest continue their examination of Antonio. The doctor sets some of the men to rubbing his limbs, and putting on cold bandages, while he prepares medicines which are to be left with the priest; for he must instantly go back to town again, having more important and more lucrative work than attending a sick Dago. He soon leaves, and the father remains seated beside the sick man, occasionally feeling his pulse, or directing the voluntary nurses.

Evening approaches. The box-car shadows, so sparing of comfort during the heat of the day, grow longer and longer as the need for shade lessens. The sun goes downward in a copper sky, as hot as a brazen caldron. Slight breezes spring up. The cross on the top of the church steeple shines lung after sunset, and shows where the town lies wrapped in dark bluish shadows. Far off on the prairies are seen thin columns of smoke which rise straight upward like slender trees, and at a certain height are bent and deflected in long banderoles of vapor. The locomotive comes out

of the gravel pit and steams away for town, leaving the air untormented with its hot, pulsating breath.

The Father sits beside Antonio, glancing occasionally into his breviary, which he has taken from the package brought with him. Antonio moans and seems slowly regaining the consciousness of pain. He mutters brokenly in Italian, and the Priest stoops to hear, for he also knows the language of the Arcadians, having studied, when a young man, at the Propaganda in Rome. So when the sick man speaks a little more distinctly than usual, the Priest, in Italian, asks: "What is it, my son? Look at me. Do you not know the *Padre*?"

"Yes, yes, I will confess. I will tell it all. Only wait until it comes back to me. Oh, Holy Mother! how the memory burns me! I will confess!" Here he opens his eyes, big and startled, and his dream seems realized when he gazes at the Priest, and recognizes him by his cross and breviary.

"What is it, my son, that you wish to confess? It must be soon. If sin is upon you, tell it to me, that you may be absolved after penitence; of penance I will not speak, since you will soon be where the penance is not imposed by man. You are very ill, my son. Tell me your sin."

Antonio looks bewildered. "What has happened to me? Where is my shovel? How hot and close it is in the pit! I felt faint all day—I must be ill; my head is not right."

The Priest told him he had suffered sunstroke, and death might soon come; and he again urged him to confess. But Antonio had again lost consciousness, and spoke only in delirium. During that long night the Priest drew from him the confession which follows. Much of it was given during short periods of reason, and much in the wild whirl of fever. As far as possible, it has been put into coherent shape, and unnecessary portions omitted.

ANTONIO'S CONFESSION.

"When I first noted her, she was a pretty child playing in the streets of the old town up in the mountains. They called her Ninetta. I was a shepherd boy of the Abruzzi, and she the daughter of old Bacigalupo, the gardener of the convent. His house was near the church of the blessed Saint Antony, my patron, amid the great ilex and chestnut trees. All day long the gardener worked in the convent close, or lay asleep on the big stone bench in front of his door, or sat on the steps of the church and played *Morra* with the idlers. And Ninetta was always near, running in and out of the church, answering sharply to the shepherd lads who in play tried to pull the tiny

tovaglia from her head. I played with her and with them, and we ran gaily up and down, laughing and sporting together. Spring came and went, and in autumn the sweet smell of burning leaves and vine-clippings crept up from the slopes below into the white streets and among the old houses within the walls. Ninetta grew and grew, and went to confession, and the good Fathers looked kindly upon her, as they slowly paced along the streets and into the shady cool retreat of the church.

"When she was twelve, the good mother took more care with her, and she was better dressed, with crimson corset and many-colored apron; and the *tovaglia* on her head was sometimes white, and sometimes of the striped Roman kind, which old Bacigalupo had brought her when he came back, one Easter, from the Holy City.

"Strangers sometimes came to our old mountain town; the queerly dressed *Inglese* and the big-hatted German artists. Ninetta soon learned to tie flowers into pretty nosegays, and sit upon the church-steps to earn a soldo or two by giving the flowers to the *forestieri* as they entered; for they always came to see the lovely Madonna, which some great master had long, long ago painted for the Fathers.

"The *forestieri* took much notice of Ninetta; and once a gay, brown-faced young fellow said, in the strange Italian they learn to speak: 'Pretty little one! You are like the flower-girls of the Corso, and I almost took you for one.'

"I was standing close by, where Ninetta and I had been playing, and I said: 'Signor, sometime she shall be.' For we all thought that to be in Rome was to be blessed, and every Christmas-tide old Bacigalupo and his nephew went down to Rome, and sang and played the *Novena* before the images, and came home with many soldi in their pouches. Sometime I hoped to go there with a flageolet or bagpipe, and also win much money, and, perchance, see our Holy Father, the Pope. I was then too young, but the stranger's words had put the thought into my head that sometime Ninetta and I would go together, and she would be a pretty *contadina* selling flowers, or pose for the artists on the Spanish Stairs, while I watched over her.

"My love grew with our growth until, Padre, she was part of my soul, and not to see her upon a day was to miss the sun. We played as children did, and she told me she loved me and I should be her husband when she had gained enough money to buy the gold earrings which the bride in our country brings as her dowry.

"I was much upon the mountain-side, watching the goats, and the little brothers were often with

me, too. We wore tall felt hats and shepherds' clothing, of goatskin, with the hair outside. You see them not in America, Padre; but oh, that I could see them once again, and be once more in the old mountain town!—I am dying, Padre!—It was hot, so hot, in the gravel there, and my head swam; I could not lift the shovel, and then I fell. Nevermore will I see the great gate of the town where my mother lives, or rest at noon under the rock-pine on the mountain-side, and look long at the peaks above, and the broad valley below, the sun shining hot and bright, and the sky as blue as the sea in the far-off distance—but I must hasten. I cannot die with blood on my soul.

"A year or two passed away and I was big and strong. My mother was inconsolable when I told her I was going away from home. But the little brother was large enough to take care of the goats, and I was not needed. Bacigalupo was again going to Rome with his nephew, and Ninetta with them. I promised my mother to stay with them as long as they were in Rome, and if I found nothing to do I would return with them. So with many tears she prepared me for the journey. Upon my hat she fastened a long ribbon, and the old cloak of my father she threw around my shoulders. She gave me the flageolet which my father had played many a Christmas-tide in Rome, and with her tearful blessing saw me go once more through the old town gate, along with Bacigalupo and the others. It was the last time I ever saw her.

"Father Bacigalupo had a donkey for Ninetta, part of the way at least, and so we arrived at Rome the quicker, and with less weariness for her. As I walked beside her all the long day, descending the mountain paths, I sang to her the songs of love I had learned from the shepherds; verse after verse, for long hours, I sang the *ritornelli* of my native country. When we got to Rome it was cold weather, and we sought the home of some compatriots who lived near Rotondo*. Here we lived for some time, and I went with Bacigalupo and his nephew, strolling the streets and playing the *Novena* before the numberless shrines of the Madonna. How I enjoyed the first view of the great city! I thought I should never tire of it.

"When the winter was ending, and the time came when Bacigalupo and the nephew would be going back to the mountains, Ninetta was besought to remain with her compatriots until after Easter, when some of them would be returning to the Abruzzi with whom she also could return. When her father gave his consent, it determined me to remain.

"It was soon time for flowers to bloom in great

* The Roman name for the Pantheon.

plenty, and Ninetta took her place in the square of the Rotondo with a great basket of Parma violets which she offered to the people going by, and especially to the *forestieri* who came to visit the great Rotondo. Her pretty face and figure, with the blessing of the Madonna, brought her great custom, so that the soldi she earned helped to make her entertainment light upon her good friends. I went with her daily to her post, and after the flowers were in place I went on to the Piazza Montanara, where I hoped to obtain work. But laborers were many, and little work could be found save outside the walls of Rome, where I did not wish to go; so that at vesper-time I always returned to find Ninetta with empty basket and full purse, waiting for me. She seemed always so happy to see me again, and would gaily exclaim: 'See, Antonio, the soldi! Oh, the Madonna has helped me to-day!'

"One evening, though, I found her in tears, and after I had implored her long to tell me the cause, she confessed that one of the *Inglese* had been rude to her, as he passed by on his way to the Rotondo. The next day I could by no means leave her. As she stood by the fountain in the square, handling and holding up the great heaps of red-hearted roses, I remained not far away to keep guard over her.

"How I scanned every purchaser who came for her flowers! now one and now another; and occasionally she turned to seek me with her eyes, to know that I was near to protect her from harm. I would have died for her then, as I felt the precious care of being her guardian. One after another they came and went, but he I waited for came not. Late in the day an *Inglese* approached, a brown-faced, handsome fellow, like an artist in appearance; and as he drew near to Ninetta I could see a look of dread on her face. I crept up closer, and as he stopped to buy some flowers I recognized him as the man who, long, long ago, had told Ninetta, up in the old mountain town, that she was pretty like the flower girls of the Corso. He carelessly passed on, and Ninetta gazed after him, with something more of curiosity than terror. To my questions she returned vague answers, and was silent all the way home.

"And so, day after day, I wandered around the square, seeking for points of vantage from which I might keep watch over her. Sometimes I put the plashing fountain with its obelisk between us. Sometimes I mingled with my compatriots, who frequent this square, and from among them, laughing and talking the while, I ever kept her in my eye. And sometimes I stood under the mighty portico of the Rotondo, looking back at her through the iron railings. But at all times I felt

a fierce thirst for revenge upon the *Inglese*, and a determination that he should not again annoy her without—but that you shall know before long; for I must tell you all.

"Almost every day he came for roses or violets, and spoke some words to her which I could not hear. Ninetta seemed greatly troubled: she no longer looked me in the eyes, and no longer reckoned the soldi to be earned before the heavy gold ear-rings could be bought. I learned to hate the stranger, but it was no longer the same hatred as at first; then I thought only of the insult offered to Ninetta, but now there was mixed with it the hot jealousy of a lover. As he approached her every day and spoke to her with his high-bred, careless grace, I stood close behind, and my fingers clutched the knife in my bosom. She replied to him but little. She cast her eyes down, or looked furtively to see if I was near.

"Oh, what a hell was in my heart as I saw her, at last, almost eager for his coming! I read every emotion in her face. I could see she loved me no more, and that the cursed stranger was winning her away from me. Not a word would she speak when I upbraided her; she only sobbed and wept.

"But why tell you more, Padre? It was the old story I had sung in our many mountain songs, that of the inconstant maid. But when I sang them so gaily, and my heart was light, and my love true, I never dreamed the songs would some day have a bitter meaning for me.

"At last there happened what I had feared the most—they planned for flight. They did not know I knew it. Indeed I had heard no word of theirs, but in many a look and gesture I discovered their intention. Besides, he stopped coming to the square, and I knew by that they had agreed upon a plan. If I had been keen-eyed for love, I was even more so for hate and revenge. I swore they should not escape me. Long hours of the night I sat outside the house upon a stone ledge, my head down in my hands, sobbing and shaking with the terrible love and hate that were struggling within my bosom, and I watched, and listened, too, so that they should not surprise me with a trick.

"As for talking with her, it was useless; when I tried to, the blood went beating into my head, and I was afraid I should do her harm; it was *him* my fingers itched to stab. And she would look at me so cold and proud when I approached her. It drove me crazy.

"One night I wandered away from the *Laconda* where we had been living; left behind me the Rotondo and walked sadly southward through the city. I was quiet and the passion had left

me. After a storm the air was cool. I had no aim in walking, save to ease the restlessness which continually gnawed me. On past *Campidoglio* I went, climbing its stairs up and down, and then came to the old ruined Forum, where our forefathers did great things, as I have heard. I looked awhile upon its broken columns; then skirted it, and came to the great ragged ruins against the side of the Palatine Hill. It was dark and dismal there; night filled the black holes full. Enormous ruined walls rose all around, and the path through them was like a tunnel.

"I paused here, because my heart felt something alike to itself in this gloomy place. I sat down upon a broken shaft of stone, dropped my head into my hands, and thought of the old home in the Abruzzi mountains; of the white streets, and of the fountain in the square where Ninetta and I had played many a long afternoon, splashing the water upon our bare feet and arms.

"I do not know how long I had been brooding there when I heard footsteps among the ruins, treading the road that led on to the Coliseum and the south gates of the city. I drew back, for I feared to be addressed even in that dense darkness; and then I heard words which sent my blood streaming hot through my veins—words of love and encouragement, answered by a voice I knew so well.

"I struck there in the darkness; struck well home at his hateful shadow as he flitted by. But, oh! how can I tell you the horror of it! It was not his breast, but hers, that my sharp knife had pierced! How softly and yet resistingly it yielded to the blow! I could feel the push of the knife. Never can I forget it. For she had seen the gleam of it as I raised it above my shoulder, and, quicker even than my blow, had thrown herself between death and her lover. And he was spared, for I could not find him in that awful gloom. Scarcely a sound had broken the stillness. All was now silent as the tomb, as I knelt beside her, and felt her heart's wild flutter.

"Soon the heart-beat ceased, and she lay dead. I knelt almost senseless with despair. There I remained until the dawn; careless if I were discovered or not. No one came, and as I passed out of the ruins, and went down the slope toward the Coliseum, the sky was reddening for sunrise. I trudged on all day across the Campagna, and reached Albano in the evening. With what money I had, I paid my railroad fare to Naples, and an emigrant ship brought me to this country."

Thus ended Antonio's confession. Just as sunrise came, touching the cross with golden finger, there above the dark shadows of the town, Antonio's struggling soul found release. In due time the foreman made his report, to the effect that "Number 27" had died of sunstroke.

OUR NEW YORK LETTER.

Echoes from the great railroad strike of the west have scarcely died away before we are confronted with a similar situation right at our own doors, though on the smaller scale of the Brooklyn street trolley roads. As has been the case in almost every struggle of the kind, outside public sentiment at the first leaned toward the strikers, though less, apparently, because of any distinct favoring of their cause than because of a general antipathy to the peculiarly reckless and grasping nature of the management of the roads; which, from the moment that they introduced electricity as a motive power, against the wishes of the majority of the citizens and to a great extent by virtue of wholesale bribery, has pursued its own selfish policy in a way characteristic of such corporations. Now that the situation has lasted long enough for the people to grow tired of the attendant inconvenience, they are beginning to get impatient, and doubtless it will not be long before the tide of sentiment will turn the other way, and we shall hear much more of the folly and impertinence of the men for obstructing the public interest. As a matter of fact on the merits of

the case, there does not seem any particular preponderance of right on either side, or anything more than an effort of each to get the best bargain for itself that it can, conducted by the only method that seems to be possible while the avenues of labor are so closed by restrictive laws that man must battle for the opportunity to earn a living. The outcome was never hard to predict in any case, for there have been too many unsuccessful street railroad strikes in this vicinity to give reason to expect that the men can possibly do more than secure some slight concessions that they might otherwise not obtain, or ward off some increased hardship in their condition that they might otherwise be compelled to accept. It is at best a simple kind of labor, and with the swarms of unemployed men that always fill this city, and are, of course, more plentiful than usual at this time, an employer who operates not so much a destructible plant as a public privilege which remains just as valuable even if its operation is suspended for a time—backed, moreover, always, by just as much of the public authority as it may need to carry its end; such an employer cannot

fail in the long run to tire out opposition; just as did the Third avenue line, a few years ago, when it was indisputably in the wrong, and yet not only won its fight but eventually lived down the boycott that was declared against it, notwithstanding that the bulk of its patrons were, and still are, of the laboring classes. At the time of that strike, too, we had not arrived at the more modern phase of such disorders, in which the military strength of society, as well as its police power, is called into play, not only to restrain disorder but to conquer the strike itself. In this phase the struggle resolves itself into a series of pitched battles that appear to have no specific purpose except as trials of strength between the unarmed men and their armed and disciplined opponents; and the disparity here is too ridiculous to be measured, unless sometime, the revolt should grow to be a revolution. It is a grave and even a dangerous thing that this should be, and we would think that its first effect would be the awakening of public thought to find a real preventive; but, however great at the moment may be the sympathy one way or the indignation the other, when the actual crisis is over, the average citizen quickly forgets everything but his momentary convenience.

It is this lack of sustained public interest when it interferes with individual comfort, that makes it so hard to restrain private inroads on public rights. The existence of the overhead trolleys themselves in Brooklyn is an evidence of this, for there was the most bitter opposition to them over there (as everywhere else in this vicinity) for a short while, but it quickly died away as people found that they gave them better transit, and forgot how much better still it might have been made. There is, of course, no excuse for an overhead trolley in a densely populated city, except that it costs less to build it than it would to place the wires in underground conduits; and this is surely a consideration of slight importance when the people grant such privileges as they do to these roads. In New York City proper, we have escaped the overhead wire as yet; but the way that we have submitted to the abuses of our own elevated roads is sufficient proof that our inertia in such matters is about as great as that of our neighbors. A few months ago prospects were bright that, as the popular vote had decided in favor of having the city construct a new system of rapid transit, and thus have it within its own control and reap the immense profits to be gained from it, that the work would soon be undertaken. Yet the commission is shilly-shallying over the enterprise, and as yet has not made one definite move; as the excuse that further estimates indicate a probable increase in cost for the completed system over the

amount of fifty millions that has been definitely authorized. Of course, there is ample time to get a grant of additional funds, long before the work can approach completion, and there is no necessity of undertaking the whole of it at once; but whether it is because of secret influence by the elevated monopoly or of the instinctive reluctance to leave in the city's hands such a grand opportunity for private profit, matters are apparently at a standstill again, and the popular sentiment, which was so keen last fall, lies utterly dormant now.

Just at the moment the particular fad is the tenement problem, which has been called to the surface by the discovery of the wretched condition in which much of the vast property of this kind is kept which is owned by the Trinity Church; and the usual mass of impracticable solutions are offered. Perhaps the most absurd of the lot is the proposition that the overcrowding of our east side districts, where it has just been shown that population is denser than anywhere else in the world, shall be remedied by the heroic process of forbidding people to live in certain downtown quarters, and buying up cheaper land in the suburbs; to dwellings erected upon which the tenement population shall per force be removed. Whether the latter have any right to select their place of residence or to voluntarily choose miserable surroundings in case they really prefer them, as we are so often told, is, of course, not permitted to enter into the question at all; but it does seem as if there was some lack of calculation in the total ignoring of one essential fact—that the only chance for getting even the poor jobs on which these people live, is to be constantly within easy reach of the centers of employment; that, in fact, the tenement districts, and especially the saloons, which are the principal gathering places in them, are in a sense great employment agencies; where workmen hear from one another of possible jobs, as they could not do if they were isolated from one another.

Philanthropy is often a green bird, indeed, in its failure to recognize existing conditions. The intolerable interference of the different private societies for doing all sorts of things that, if done at all, ought to be done by public officials, has been mentioned in this column before; and a fresh instance of it was displayed the other day. One of the agents of Gerry's society, which is chartered to dominate over the action of poor children, as Bergh's does over the handling of dumb beasts and Comstock's over the vices, as distinct from crimes of individual citizens, got into an altercation with a bystander who happened to see him roughly dragging a child along, and who also hap-

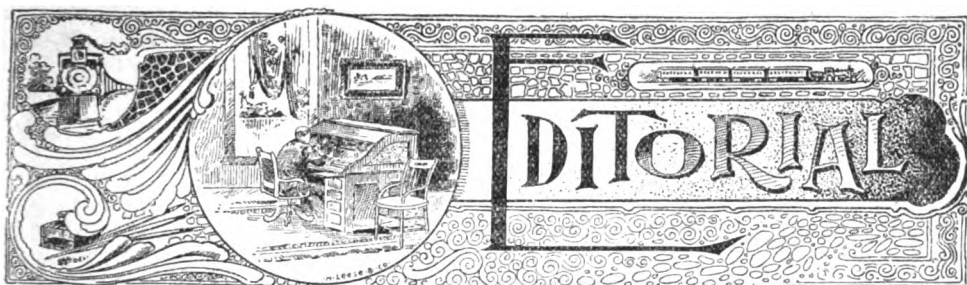
pened to be a man rich enough to dispute the matter with comparative impunity. On the row coming up in the police court, the Gerry man's excuse for his behavior toward the child was that it had got into the habit of staying out on the streets late at night, and that as it had disobeyed his repeated admonitions not to do this, he was about to have it committed for vagrancy!

Our fads are numerous, indeed, for regulating the things or the people that we consider to be on a scale inferior to our own; and in a big city like this, where we all have our hands too full with the struggle to live, for much time to be left us in which to look after our public servants even, it is perhaps natural enough that we should drift into the way of having our regulating done by private societies. All of them start at the initiative of some worthy person in whom a number of people with money, but not time to spare, have confidence that he will prosecute vigorously the style of regulating that they would like to do themselves, if they had the opportunity; and in the case of the most outrageous of the lot, the one operated by Anthony Comstock to make people do and refrain from doing things according to his own most singular judgment, the interest of the patrons is kept up by periodical raids, made ordinarily on objects that are perfectly inoffensive but, nevertheless, objectionable to some special kind of fanaticism with money behind it. The progress of the prohibition movement itself, is an instance of the same sort of spirit, but exerted in a wider field; and it is strange that no one has arisen to preach a similar crusade against the habit of drugs, such as opium and chloral, so far worse, so much more degrading, than the liquor habit. This drug habit is one which not only wrecks its victims physically, but almost from the beginning saps and finally destroys their moral sense, truthfulness being about the first thing to go under its horrible influence. Lord Randolph Churchill's fall and shocking death, as a result of this worst of all afflictions, is a more pitiable illustration alone than all the examples together that have been pointed out as the evil effects of alco-

hol; and, yet even by way of comment, it has received but little notice. Perhaps it is that chloral, particularly, is a rich man's, and, unfortunately, too often a rich woman's vice, rather than one that belongs to poverty, as the more vulgar kinds of drunkards do; and rich people's failings must, of course, be treated with a more gentle hand than others, especially when they have such influential connections as the Churchills.

Sometimes a rich man makes an Ishmael of himself by his utter lack of regard for any one else, whatever, and his shortsighted neglect to distribute enough favors to buy the usual backing. Russell Sage is a millionaire of this type, and while even he has his toadies and steadily renewed crop of dupes, who fancy that they can manage to have dealings with him without being ultimately the losers by it, he finds no friends except the lawyers whom he directly hires, in an emergency such as that through which he has just passed for the third time—the trial of the damage suit against him by the man who was nearly killed in the explosion which was caused by a madman in Sage's office a few years ago. Saidlow, the plaintiff, claims that Sage used him as a shield, pulling him between himself and the most of the shock; but so far the jury has disagreed on each trial, though always in a majority to give Saidlow damages. An ordinary human being would feel that, granting it to be an accident, merely, he still owed some measure of relief to one who had been injured indirectly because of himself; but Sage is not an ordinary human being, and it speaks well for human nature in general that he receives no sympathy, entirely regardless of what may be the legal merits of his case. He should take a lesson from the success of Judge Ricks in staving off impeachment, and learn from that what faithful service can be got by magnates who pay well for it, and who are always able to secure protection, not only for themselves, but for those also who by their constancy and readiness in carrying out their desires, on the bench or elsewhere, prove themselves fit for the bones that are cast to them.

EDW. J. SHRIVER.



Our readers who write to any of the firms advertising in these columns are requested to mention
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"TQTE FAIR."

Facts are said to be stubborn things, but, stubborn or not, if the moral courage to face them is possessed, they are preferable to theories to deal with. The problem of capital and labor can never be brought nearer to a solution, nor can any lasting good come to either of the interests involved as a result of efforts to distort or misrepresent facts. Capital combines for the purpose of accomplishing aims and securing profits, impossible to the segregated capital. Labor combines for the same purpose exactly. Now, if combined capital and combined labor will come a little closer together—enter into a sort of a combination, and, each realizing and admitting that they need the good will and confidence of the other, deal with each other in perfect frankness and good faith, a long step in the path of progress will have been taken. Such conditions certainly are not impossible. The employer says: "We want to do that which is right for, and by, our employees." The employees say: "We want only that which is right." If these statements are both sincere and true, the only questions to be decided are, what is right? and how is that to be best determined? By all means the best manner in which to determine what is just and right, and the means which promise the best and most lasting results, are mutual agreement and thorough understanding between the parties directly at interest. If they are unable to agree, the intervention of a third party, with the hope of his being able to suggest or arrange a satisfactory compromise, will not be objected to by either, if they entertain the feeling which they profess to entertain. Conditions of employment established in this manner are the most advantageous to the

one party; productive of the very best service to the other party, and more satisfactory to both than can be arrived at in any other way.

If it becomes evident that no satisfactory settlement can be reached through this means, there should be no hesitancy, on the part of either, about submitting the cause to the decision of a fair and impartial arbitrator or board of arbitrators. There should be no hesitancy about this because neither side should support a cause or principle which they would not willingly submit to a fair and disinterested tribunal. This policy is in perfect harmony with that of the old and tried organizations of railway employes, and as railway companies submit matters of difference between themselves, often involving precedent and principles as well as large sums of money, to arbitration, it is a cause of wonder that they seem to have no disposition to adopt the same as a fixed means of adjusting disputes with their employees. We learn from a thoroughly well informed member of congress that the committee on labor in the House of Representatives have not received a word of encouragement, in their efforts in this direction, from a railway official, and, it is but fair to add, but few from organizations of labor.

Differences between nations in which, at times, the very existence of a nation is at stake, are settled by arbitration; why not differences between two contesting forces within a nation?

The extremist on one side says: "No outsider shall say what I shall pay," and the extremist on the other side says: "No outsider shall say what I shall work for." Do not mistake these utterances for the voice of the majority of those inter-

ested. Ah! but, one says: "You cannot enforce the findings of the board; a man cannot be compelled to work against his will." As against an individual, granted; but as against an organization or collection of individuals, the moral sense of justice and fair-mindedness, on part of the majority and their regard for public opinion, may be depended upon to enforce the findings. Herein lies the benefit to the employer, arising from organization among employees. Every railway manager who has given this question a fair test, prefers to deal with organizations rather than individuals. The organization often furnishes the needed support, when moral courage is lacking in the individual.

Those who most severely criticise labor organizations are the ones who do not really understand them and their principles, or are those who have no desire or disposition to be fair. There are bad labor organizations, but that fact can never prove that all are bad. Labor organizations have bad individual members, but it does not follow that all, or a majority, are such.

The influences which tend most to keep open, or widen the breach between capital and labor, are the extremists on both sides. There are members, organizations, and organs of organizations, who never have a good word for an employer. Every appeal is to the men's prejudices, and every effort seems to be to embitter the men still more against the employing class. Socialism, anarchy, confiscation and rebellion are advocated. These are not proper teachings. Organizations and their mouth-pieces should preach only justice and right, and the fact that others have rights, as well as we, should never be lost sight of. There are employers who, because of unpleasant experiences with some individual or organization of the above described sort, denounce all labor organizations and do all they can to discourage or destroy them. There are papers, edited especially for, and in the interests of, the employer, who, because they have been deceived by some dishonest representative of an organization; because they do not know the organizations; or possibly because they believe it will make their paper more popular, never let slip an opportunity to assail all labor organizations; misrepresent some, or to declare that labor organizations have not a single redeeming feature. This is not fair, and such actions, if persisted in, by either or both parties, will bring their reward; whether to the individual or to the class, time alone can determine.

The courts are supposed to be a tribunal from which emanates only even-handed justice. One judge may be ignorant as to the laws, prejudiced, or even corrupt, but that does not prove that the

whole judiciary are so. If a judge decides against us is not proof that he is ignorant, corrupt or incompetent. If he decides in our favor, those of the other side are not justified in declaring that he is seeking popularity or votes. There is a fair middle ground between these extremes, which all can occupy with profit, dignity and final satisfaction.

The labor organization, or representative, has no right to undertake to assume charge of the employer's business; dictate how it shall be managed or to undertake to enforce, by intimidation or threats, conditions or terms which are not right. The employer has no right to assume that his employees are machines, or that he owns them, and he has no moral right to undertake to impose upon them conditions or terms, because he thinks he can do so safely, which he would not undertake to impose when help was less plentiful. Might should not be considered as conveying with it, right.

The dissatisfied employe has a right, singly or collectively, individually or in combination with others, to leave his employment. He has no right to, violently or with threats or intimidation, interfere with the conduct of the business, or the operation of the property whose employ he has left, or those who choose to remain in or enter such employment. The employe has a right to a voice in fixing the terms which govern his employment, and no fair-minded employer will deny it to him.

Labor organizations are condemned by some, in toto, because they sometimes inaugurate strikes; or, because their laws and policy admit of such action, they are termed organizations of strikers. Organized labor has used and misused the weapon, strike. It has learned many lessons by bitter and expensive experience, but most prominent among the convictions formed by those lessons is that, under present economic conditions, it cannot afford to lay down or surrender that weapon, or the right to use it. The United States government maintains a standing army and a navy. No one would think of saying that, because of that, they are a warlike nation, or that they seek to impose injustice upon any other nation. As the principle is the same, why should the labor organization be condemned?

To hasten the day when these two great contending forces will be brought into harmony and the best interests of both, as well as of the nation, be thereby served; to establish a blessed and a lasting peace between them, in which the rights of both will be recognized and protected, should be the honest and earnest purpose of every representative of either, whether he be their authorized mouth-piece, or a self-appointed champion.

ARBITRATION.

Messrs. Wright and Kernan having had that wide experience which affords education, in affairs leading up to and causing labor disturbances, as well as having made a study of the means of settling such disputes, by request of the committee on labor in the house of representatives, drafted a bill providing for the establishment of arbitration as a means of protecting interstate commerce from interruption on account of labor troubles. Not satisfied with all the provisions of this bill, Attorney General Olney—who has interested himself much in these questions, and whose opinions should be given careful consideration—has also drafted a bill covering the same general ground. Both bills were introduced in the house by Mr. McGann and are at this writing in the hands of the committee on labor, of which Mr. McGann is chairman. Both apply to all railroads engaged in interstate traffic. Both provide that:

"The wages paid by those to whom the provisions of this act shall apply * * * and the rules and regulations governing such employes, shall be reasonable and just. This provision shall not affect the right to make contracts for such wages not in contravention of any of the provisions of this act."

The Wright-Kernan bill provides for a non-partisan, national commission, composed of five members and fixes the nature of the commission in part by providing that:

"One of them and his successors shall have had experience in the duties of employing and superintending men in railroad service and in discharging men from such service, and one of them and his successors shall be selected from some incorporated association of railroad employes. No person in the employ of or holding any official relation to any common carrier or employer subject to the provisions of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office."

This commission is required to inquire into and keep itself informed as to "the terms and conditions of employment of all employes subject to the provisions of this act." Common carriers and employes or combinations or associations of either are required to furnish such information as may be necessary, and provision is made for the enforcement of the act, by the United States courts, in manner similar to the interstate commerce act.

The Olney bill does not contemplate any national or standing commission or board; Mr. Olney's objections thereto being "the expensive, cumbersome and costly machinery" and his belief that all the duties of such special commission can be satisfactorily performed by the interstate commerce and labor commissions, already created. In support of this argument he cites the fact that the appropriations for the interstate commerce commission for the last fiscal year exceeded \$200,000.

Section 8 of the Wright-Kernan bill provides:

"That whenever it shall come to the knowledge of said commission that a strike, lockout, boycott, or other controversy between those subject to the provisions of this act is seriously threatened or has actually occurred, it shall be the duty of said commission to put itself in communication, as soon as practicable, with the employers and employes who are directly interested in the controversy, and endeavor by mediation and conciliation to effect an amicable settlement between them."

And if such commission be created it will find its most useful mission in carrying out, in their full spirit, the terms of this section. Arbitration, proposed by a third party, will many times be accepted, by the contesting parties, as a means of settling or averting trouble, when neither of them would be willing to propose it. This may seem like sentiment, but the alacrity with which either grasps the advantage offered, by any sign of weakness on the part of the other, leads both to avoid any semblance of weakness; even though it be but suggesting a peaceable means of adjustment.

The Olney bill, recognizing the value of this provision, with seeming appropriateness, proposes to utilize some of those who are already in the employ of the government, as per the following:

"That whenever a controversy concerning wages, hours of labor or conditions of employment shall arise between a carrier subject to this act and the employes of such carrier, seriously interrupting or threatening to interrupt the business of said carrier, the chairman of the interstate commerce commission and the commissioner of labor shall, with all practicable expedition, put themselves in communication with the parties to such controversy and shall use their best efforts, by mediation and conciliation, to amicably settle the same; and if such efforts shall be unsuccessful, shall then endeavor to bring about an arbitration of said controversy in accordance with the provisions of this act."

Sections 9 and 10 of the Wright-Kernan bill make it the duty of the commission to investigate all matters of complaint submitted to it and to make report of its findings. Mr. Olney questions the advisability of creating a commission for this purpose as we now have a commissioner of labor whose duty it is "specially to investigate the causes of and facts relating to all controversies and disputes between employers and employes as they may occur and which may tend to interfere with the welfare of the people of the different states, and report thereon to congress."

Section 11 of the Wright-Kernan bill provides:

"That whenever differences or controversies arise between any employer and his or its employes subject to the provisions of this act, as to wages, terms or conditions of employment, which can not be settled by conciliation and mediation, as aforesaid, all or any of such differences or controversies may be submitted to said commission for settlement and arbitration, by writing, duly executed by such employer and employes, or by any incorporation or association of such employes. Such written submission shall state the questions which are to be submitted and decided by the commission, and shall provide—

Firstly, that the decision or award of said commission shall be final and conclusive, and that upon filing the same in any circuit court of the United States a final judgment or decree of said court shall be entered in accordance therewith, and that the court shall enforce the same to the full extent of its jurisdiction; or,

Secondly, that in case either party to such submission shall be dissatisfied with such decision or award it shall be lawful for such party to apply in a summary way, by petition to a circuit court of the United States sitting in.

equity in the judicial district in which such employer or incorporation or association of employes has its principal office or in which the controversy arose, alleging that such decision or award is unjust and unreasonable or unlawful in any particular specified in said petition, and, on such short notice as the court shall deem reasonable, served in such manner as it shall direct, the court shall proceed to hear and determine the matter speedily as a court of equity and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises, and to this end such court shall have the power, if it think fit, to direct and prosecute, in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter; and on such hearing the findings of facts in the decision or award shall have full weight as evidence of the matters therein stated, and that either party may introduce the stenographic minutes of the evidence submitted to said commission as evidence and introduce such further new evidence as may be deemed proper and necessary by the court; and that the court upon such hearing shall have the power to finally affirm, reverse, or modify the decision or award of such commission, in whole or in part and to enter a final judgment or decree accordingly, and to enforce the same to the full extent of its jurisdiction; and such court may, in every such matter, order the payment of such costs and counsel fees as may be deemed reasonable."

We can see no good reason why the court should be empowered "to finally affirm, reverse, or modify the decision or award of such commission, in whole or in part." If the courts are to decide these questions, there can be no particular use for a commission; the cause may as well go to the court direct. The principle of arbitration is the submission of the points at difference to a fair and disinterested tribunal, whose decision will be based in equity and not upon legal technicalities, which can be raised ad infinitum. We are unalterably opposed to investing the courts with any power to interfere with the findings of a board of arbitration, to whom a case has been submitted by both interested parties, beyond the authority to remand the case for rehearing, upon clear and positive evidence, shown by the records, that the law has been violated or that important and proper evidence has been refused admission.

The Olney bill, in providing:

"That whenever a controversy shall arise between a carrier subject to this act and the employes of such carrier which cannot be settled by mediation and conciliation in the manner provided in the preceding section, said controversy may be submitted to the arbitration of a board of three persons, of whom the chairman of the interstate commerce commission shall be one, and the other two of whom shall be chosen in the manner following: One shall be named by the carrier or employer directly interested; the other shall be named by the labor organization to which the employes directly interested belong, or if they belong to more than one, by that one of them which specially represents employes of the same grade and class and engaged in services of the same nature as said employes so directly interested: Provided, however, that when a controversy involves and affects the interests of two or more classes and grades of employes belonging to different labor organizations, such arbitrator shall be agreed upon and designated by the concurrent action of all such labor organizations. The submission shall be in writing, shall be signed by the employer and by the labor organization representing the employes, shall state the questions to be decided, and shall contain appropriate provisions by which the respective parties shall stipulate, as follows:

First. That pending the arbitration the existing status shall not be changed.

Second. That the award shall be filed in the clerk's office of the circuit court of the United States for any district wherein the employer carries on business, and shall be final and conclusive upon both parties, unless set aside for error of law apparent on the record.

Third. That the respective parties to the award will each faithfully execute the same, and that the same may be specifically enforced in equity so far as the powers of a court of equity permit.

Fourth. That employes dissatisfied with the award shall not, by reason of such dissatisfaction, quit the service of the employer before the expiration of three months from and after the making of such award, nor without giving three months notice in writing of their intention so to quit.

Fifth. That said award shall continue in force as between the parties thereto for the period of two years after the same shall go into practical operation, and no new arbitration upon the same subject between the same employer and the same class of employes shall be had until the expiration of said two years."

materially improves upon the terms of the Wright-Kernan bill, but we believe the law will, if enacted, commend itself more favorably to those whose interests are involved, if the proviso that an award must stand for two years before another arbitration between the same employer and the same class of employes can be had, is amended so as to read "one year" instead of "two years." Unfortunately we cannot all see just how a law or a decision is going to apply or how far it is going to affect us, until we have given it a fair trial, and we would be more willing to chance it for one year than if bound for two years. If the award is fair and proves satisfactory, its conditions can be continued indefinitely. A case fairly submitted to, and decided by, arbitration, should be considered as settled for one year.

For the same reasons which lead us to oppose the provisions, under the head of "Secondly," in section 11 of the Wright-Kernan bill, we oppose the terms of the following in the Olney bill:

That the award being filed in the clerk's office of a circuit court of the United States, as hereinbefore provided, shall go into practical operation, and judgment shall be entered thereon accordingly; at the expiration of thirty days from such filing, unless within such thirty days either party shall file exceptions thereto for matter of law apparent upon the record, in which case said award shall go into practical operation and judgment be entered accordingly when such exceptions shall have been finally disposed of either by said circuit court or on appeal therefrom.

At the expiration of ten days from the decision of the circuit court upon exceptions taken to said award, as aforesaid, judgment shall be entered in accordance with said decision unless during ten days either party shall appeal therefrom to the circuit court of appeals. In such case only such portion of the record shall be transmitted to the appellate court as is necessary to the proper understanding and consideration of the questions of law presented by said exceptions and to be decided.

The determination of said circuit court of appeals upon said questions shall be final and, being certified by the clerk thereof to said circuit court, judgment pursuant thereto shall thereupon be entered by said circuit court.

If exceptions to an award are finally sustained, judgment shall be entered setting aside the award. But in such case the parties may agree upon a judgment to be entered disposing of the subject-matter of the controversy, which judgment when entered shall have the same force and effect as judgment entered upon an award."

If arbitration is to have a fair trial; if we are to have something which will inspire confidence in the minds of the working people and in that way quiet the unrest which prevails, give us a clear law that means just what it says and free it from all technicalities. We want equity, not law.

Organized labor cannot be insensible to the recognition accorded it in these bills, but more

especially noticeable in section 5 of the Olney bill as follows:

"That every agreement of arbitration under this act shall be acknowledged by the parties before a notary public or clerk of a district or circuit court of the United States, and when so acknowledged shall be delivered to the chairman of the interstate commerce commission, who shall at once cause a notice in writing to be served upon the other arbitrators fixing a time and place for a meeting of the arbitrators.

If an agreement of arbitration shall be entered into conforming to this act, except that it shall be executed by employees individually instead of by a labor organization as their representative, the chairman of the interstate commerce commission shall decline to call a meeting of arbitrators thereunder unless, upon evidence satisfactory to him, that the employees signing the submission represent all others in the service of the same employer and of the same grade and class, and that an award pursuant to said submission can justly be regarded as binding upon all such employees."

Wide opportunity for judicial interpretation of the terms "inefficiency," "neglect of duty," and "just cause," is opened in section 6 of the Olney bill, which is substantially and practically the same as section 12 of the Wright-Kernan bill. The former is:

"That during the pendency of arbitration under this act it shall not be lawful for the employer, party to such arbitration, to discharge employees, parties thereto, except for inefficiency, violation of law, or neglect of duty; nor for the organization representing such employees to order, nor for the employees to unite in, aid, or abet strikes or boycotts against such employer; nor, during a period of three months after an award under such an arbitration, for such employer to discharge any such employees, except for the causes aforesaid, without giving thirty days' notice of an intent so to discharge; nor for any of such employees, during a like period, to quit the service of said employer without just cause, or without giving to said employer thirty days' written notice of an intent so to do; nor for such organization representing such employees to order, counsel or advise otherwise. Any violation of this section shall be a misdemeanor punishable by fine not exceeding one thousand dollars, or by imprisonment not exceeding one year, or by both, in the discretion of the court.

We could not, and we would not, undertake to hold that an employee should not be discharged for inefficiency or neglect of duty. To prevent such discharge would be but placing a premium upon carelessness and insubordination and would be the destruction of good and safe service. The individual employee must be accorded the right to quit his employment for good cause. As to what would constitute "good cause" for an individual employee to quit, minds would differ. The provision against bad faith or dishonorable action on part of an incorporation or association is just and proper. If an association is not prepared to accept in good faith, and abide by, the verdict, it should not submit its case to decision and if an association will not act honestly and in good faith, it cannot serve the best interests of its members, or the cause, and should be disbanded.

Section 7 of the Olney bill is identical with section 13 of the Wright-Kernan bill, and is:

"That in every incorporation under the provisions of chapter five hundred and sixty-seven of the United States statutes of eighteen hundred and eighty-five and eighteen hundred and eighty-six it must be provided in the articles of incorporation and in the constitution, rules and by-laws that a member shall cease to be such by participating in or by instigating force or violence against persons or property during strikes, lockouts, or boycotts, or by seek-

ing to prevent others from working through violence, threats or intimidations; but members of such incorporations shall not be personally liable for the acts, debts, or obligations of the corporations, nor shall such corporations be liable for the acts of members in violation of the provisions of this section; and such corporations may appear by designated representatives before the board created by this act, or in any suits or proceedings for or against such corporations or their members in any of the Federal courts."

If this shall become law it will remove the principal objections which have been entertained, to incorporating labor organizations. The terms are proper, but as we discuss this subject in another column, will but say here, that in accord with the evident intent of the section and in the interest of a clear law, the words "or others" should be inserted after the words "Nor shall such corporations be liable for the acts of members."

Section 8 of the Olney bill provides:

"That whenever receivers appointed by Federal courts are in the possession and control of railroads, the employees upon such railroads shall have the right to be heard in such courts upon all questions affecting the terms and conditions of their employment, through the officers and representatives of their associations, whether incorporated or unincorporated."

Section 14 of the Wright-Kernan bill is the same, except that it adds:

"And no reduction of wages shall be made by such receivers without the authority of the court therefor, after due notice to such employees."

As, in this case, the court is the employer of both the receiver and the other employees, and as the court is the direct representative of the government and of the public, whose interests are largely involved, in case of trouble, it would seem advisable to incorporate this provision as a possible means of preventing friction or troubles. As the employees are accorded the right to be heard in the court, it would undoubtedly be much more satisfactory if the hearing is accorded before action is taken. In this connection the thought naturally arises, in how far will the relations differ when the property is in the hands of the court and when it is not? What would be the situation if the court should say "there is nothing to arbitrate?"

Section 9 of the Olney bill is identical with section 15 of the Wright-Kernan bill and is a very important feature in this proposed legislation. It aims to remedy some of the wrongs which have been the cause of much and bitter complaint. Its terms are:

"That any employer subject to the provisions of this act and any officer, agent, or receiver of such employer who shall require any employee, or any person seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any labor corporation, association, or organization; or shall threaten any employee with loss of employment, or shall unjustly discriminate against any employee because of his membership in such labor corporation, association or organization; or who shall require any employee or any person seeking employment, as a condition of such employment, to enter into a contract whereby such employee or applicant for employment shall agree to contribute to any fund for charitable, social, or beneficial purposes; or who shall, after having discharged an employee, unlawfully attempt or conspire to prevent such employee from obtaining other employment, is here-

by declared to be guilty of a misdemeanor, and, upon conviction thereof in any court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for each offense by a fine not less than one hundred dollars and not more than one thousand dollars."

The question of a man's membership in an organization should cut no more figure in deciding his employment or continuance in such employment than the question of his politics or religion, and this is especially true in employment of such public nature as that on a railroad. If a man will, maliciously and for any personal reasons, undertake to prevent another from obtaining or retaining employment, he should be punished severely—even more so than this section provides. There is enough enforced idleness and attendant crime already without adding to either, for the purpose of satisfying personal prejudice or spite, or for light or trivial reasons.

A feature peculiar to the Olney bill is:

"That whenever a controversy between a carrier subject to this act and its employees shall be of such nature and magnitude as to prevent or obstruct, or threaten to prevent or obstruct the operation of its railroad or any substantial part thereof, and thereby to inflict, or threaten to inflict, upon the localities and communities and general public served by such carrier great and irreparable injury, the attorney general of the United States, if satisfied that such controversy cannot be adjusted by mediation and conciliation or by arbitration, may file a bill or bills in equity, to prevent the commission or continuance of the public mischiefs caused or threatened as aforesaid, in any circuit court or courts of the United States within whose circuit or circuits said carrier may do business. Said bill or bills shall pray for the appointment of a receiver or receivers of the road and property of said carrier pending the continuance of said controversy, and for all such other orders and decrees as may be necessary to protect and conserve the public interests involved and to secure the use and operation of said road and property in aid and promotion thereof. The defendants of said bill shall be the carrier and the employees directly engaged in said controversy, together with all known corporations, organizations, or individuals participating therein, or aiding or abetting either said carrier or said employees. Provided, however, that when said parties are very numerous, so that the joinder of them all would be impracticable or highly inconvenient, it shall be sufficient to join so many as will adequately represent all the different interests involved. The said circuit court or courts of the United States are hereby given full jurisdiction in the premises, and any orders or decrees under said bill or bills may, in the discretion of the court, be directed to all said parties participating, aiding or abetting, as aforesaid, whether actually named or joined as defendants or otherwise, and shall be operative upon all, whether so named or joined or otherwise, having actual notice thereof."

There can be no question but that congress has jurisdiction over all matters affecting traffic between the different states and territories. There can be no question as to the right of congress to enact laws, affecting the conditions under which employes of railways engaged in interstate traffic shall be employed, so long as personal rights are not invaded and personal liberty is not encroached upon. A railroad is a common carrier and its employes are, in a sense, public servants, but it can not be claimed that, under our republican form of government, they can be required to continue in such service against their will. The police powers of our government are only limited by the powers of the government itself. Every citizen is entitled to protection in the peaceable

pursuit of his avocation. Every individual is responsible for his own acts in violation of law. Every person is entitled to possession of his property, unless deprived of same by due process of law. We see nothing of promise to the large army of interested employes in the provisions of this section 10, unless a step in the direction of governmental paternalism and eventual government ownership of railways, be considered as beneficial to them. A receivership created under this section would entail endless and hopeless confusion unless some or all of the officers of the company were retained. The common practice of appointing as receiver the one who managed the property prior to the receivership, would probably be continued and that would mean simply that the company were re-enforced by the government. We do not advocate any idea of mob rule. We would not concede to the dissatisfied employes the right to forcibly prevent the operation of the property, by its owners and such employes as they might secure, but we see no reason for paving the way for the railway corporation to assume and exercise the functions of the general government in a greater degree than they now do.

Both bills contemplate the payment of the necessary expenses, attendant upon the services of the commissioners and arbitrators, as well as the proper expenses of arbitration had under the law, by the general government.

We unqualifiedly endorse the principle of arbitration as a means of adjusting differences between employer and employe. Arbitration promises much to the civilized world as a means of settling disputes, but its efficacy and lasting good resultant therefrom depend very largely—if indeed not entirely—upon the good faith in which it is entered upon, and in which its awards are accepted. Much can be expected from good faith on part of the contestants and from their healthy respect for the opinions of the large majority of the people, who are fair and, ergo, right. We have our ideas and our personal preferences, but we will never withhold our support from proposed legislation because in all its details it does not meet our ideas. There are certain fundamental principles involved which must be observed in order to secure any good whatever from legislation. Care should be taken not to go too far in either direction in arranging details. The purpose sought is a fair test of arbitration in its best, most satisfactory and available form. To secure that fair test should be the purpose of all.

National law on these subjects would seem to promise much more satisfactory results than could be expected from state laws, with their conflicting

provisions and the lack of jurisdiction in matters affecting interstate traffic. This proposed legislation aims to afford relief to organized railway employes, from some of the conditions which have been looked upon as unequal, unjust and oppressive. Unless the bill that may be chosen

is loaded down with some proviso which contemplates a sort of a "You take the crow and I'll take the turkey, or I'll take the turkey and you take the crow" condition, the organized railway employes will heartily support it and will do all in their power to give it a fair trial after it becomes law.

INCORPORATION.

The question of incorporating labor organizations has attracted considerable attention and is an important one. The proposition itself naturally raises the query, why is it desirable or necessary? And it is not foreign to the subject to also inquire if it be desirable, why has it not been done?

An incorporation is, what? Where is the substance? Who is responsible for the corporate debts or acts? Nothing; nowhere; nobody. When the claims of its creditors are not satisfied, the United States court is appealed to and it immediately assumes control of the affairs through a receiver, appointed by the presiding judge. If this receiver is able to realize enough from the assets of the corporation to satisfy the claims against it and to pay the cost of the receivership, the creditors get their just dues, otherwise they do not. Still, a corporation has more and better standing in court—if such a thing be possible—than an individual of flesh and blood. It would be difficult to account for this, unless it be on the theory, that as the corporation is a creation of the law, while the person is not, and that, as the courts will assume direct charge of the affairs of the insolvent corporation but not of the individual, and as the corporation is exempt from judgments when its assets are exhausted, while the individual is not, the corporation needs a little more consideration. Be these things as they may, the fact remains that an incorporation is never denied recognition by the courts.

There seems to be a clearly defined difference of opinion between different judges of equal rank, as to whether or not a labor organization has any right in, or is entitled to recognition, by the courts. The disposition, on the part of labor organizations, to seek relief for their members, at the hands of the court which is operating the road upon which the members are employed, is applauded by many, but that policy can never be satisfactory, nor can it be productive of the best results, so long as a doubt as to whether or not the court will give recognition exists. While some applaud the idea of appealing to the courts, others scout the idea of a labor society having any rights whatever.

The Railway Age, in criticising Judge Caldwell's preliminary orders in the Union Pacific case, said:

"Again, it will be noticed, Judge Caldwell recognizes the 'labor societies' as the parties with whom the receivers are to deal, and it would be interesting to know on what grounds of law the judge takes this position. The immediate effect of the attitudes of these judges upon the properties is a curious one. The Union Pacific Railway, being insolvent, is being operated in trust under the direction of the court and in the execution of that trust it is necessary that all expenses should be reduced to a minimum. The courts, however, are compelling (for a term of some three months, at least) the continuance of a scale of expenditure which the properties cannot support. It is difficult to understand how any rights of employes (and still less of the 'labor societies') to any certain fixed rates of pay can possibly be regarded as superior to the necessity of economy in the operation of the trust property."

It is well known that the major portion of our law is the common law, made up of customs, precedents, rulings and interpretations of statutes, which are corollaries to those statutes. In his decision in *B. of L. E. vs. Central Railway of Georgia*, Judge Speer said:

"It will not be wise for those engaged in the maintenance of public order to ignore the immensity of the changes in the relations of the employing and employed classes occasioned by the phenomenal development of commerce and the prevalence of labor organizations. * * It is clear that where the property of railway and other corporations is being administered by a receiver, under the superintending power of a court of equity, it is competent for the court to adjust difficulties between the receiver and his employes, which, in the absence of such adjustment, would tend to injure the property and to defeat the purpose of the receivership. * * Organized labor, when injustice has been done or threatened to its membership, will find its useful and valuable mission in presenting to the courts of the country a strong and resolute protest and a petition for redress against unlawful trusts and combinations which would do unlawful wrong to it. Its membership need not doubt that their counsel will be heard, nor that speedy and exact justice will be administered, wherever the courts have jurisdiction."

Judge Caldwell, in his decision in the Union Pacific cases, (in which several organizations appeared by name) very fully answers the questions raised by the *Age*. He said:

"These rules, regulations and schedules were the result of free and voluntary conferences, held from time to time, between the managers of the railroad and the officers and representatives of the several labor organizations representing the men in the different subdivisions or branches of the service, viz.: the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen, the Order of Railway Conductors, the Order of Railway Telegraphers, the Union Pacific Employes' Association, and the Brotherhood of Railway Trainmen. These labor organizations, like the rules, regulations and schedules, had become established institutions on this system many years before the appointment of the receivers. Two of the ablest railroad managers ever in the service of this system, and probably as able as any this country has ever produced—Mr. S. H. H. Clark and Mr. Edward Dickinson, now general manager of the road—testify that these labor organizations on this system had

improved the morals and efficiency of the men and had rendered valuable aid to the company in perfecting and putting into force the rules and regulations governing the operation of the Union Pacific railway, which, confessedly, have made it one of the best managed and conducted roads in the country. The managers of this great trans-continental line testify that it has been their policy to bring it up to the highest standard of efficiency and to afford to passengers and property transported over it all the security and protection attainable by the exercise of the highest degree of intelligence on the part of those engaged in the operation of its trains, and they cheerfully bear testimony to the fact that their efforts in this direction have been seconded and materially aided by the labor organizations which are represented in this hearing.

* * * The court shares in their anxiety to have an economical administration of this trust to the end that those who own the property and have liens upon it may get out of it what is fairly their due. But to accomplish this desirable result the wages of the men must not be reduced below a reasonable and just compensation for their services. They must be paid fair wages, though no dividends are paid on the stock and no interest paid on the bonds. It is a part of the public history of the country, of which the court will take judicial notice, that for the first \$36,000,000 of stock issued this company received less than two cents on the dollar, and that the profit of construction, represented by outstanding bonds was \$43,929,328.34. These facts are disclosed by the report of the 'commission of the United States, Pacific Railway company,' 1887, of which Mr. Anderson, one of the receivers in this case, was a member. (See report, pp. 51, 137.) There would seem to be no equity in reducing the wages of the employees below what is reasonable and just in order to pay dividends on stock and interest on bonds of this character."

Other similar examples might be quoted were it necessary.

There has never been any hesitancy on the part of the courts about recognizing labor organizations whenever they desired to restrain those organizations from certain acts by writs of injunction, and when it seemed that the principle of according recognition to these organizations in the courts had been fully established. Judge Dallas, in the *B. of R. T.-vs. P. & R. railway*, decides that the organization has no standing in court and declines to recognize its executive officer as a representative of its members, and their interests, basing such decision, evidently, upon the fact that "this particular association is not a corporation."

It would seem that the principal reason in favor of having labor organizations incorporated is to give them an unquestioned legal standing in the courts. A United States statute provides that labor organizations may incorporate under United States laws. This statute has been in effect for several years, but no organizations have incorporated thereunder, the principal reason for their failing to incorporate, being the fact, that the decisions of the courts all seem to lean in such a direction as to justify the belief that without a special exemption from such liability, an incorporated labor organization would be held financially responsible for losses which might be sustained by railroad or other corporations as a result of retirement from service, on the part of members of an organization, in accordance with its laws. There seems to be, also, ample justification for the belief that every effort would be made to hold the individual member responsible for corporate acts.

It is fully agreed that men have a right to leave the service of their employers, even in concert and by combination, providing they do so decently and in order. The laws of the states and of the nation prescribe bounds and limits, beyond which citizens shall not go, in encroaching upon the rights, or interfering with the property, or personal liberty, of their fellow. Every misdemeanor is punishable by law. If the members of a labor organization, or a number of labor organizations, see fit to retire from the service of their employer, the fact that an individual is a member of an organization should not be taken into consideration in passing upon his individual acts, any more than should the question of his religious belief. If one hundred men retire from the service of their employer and one of them insists on committing unlawful acts, he, as an individual, should be held to an account, under the law, for his acts, and the organization should in no wise be responsible therefor. As there is no individual liability on the part of stockholders in corporations, so there should be no liability on the part of an individual member for corporate debts in the case of an incorporated labor organization. In speaking on this subject, the *Locomotive Engineers' Monthly Journal* says:

"To this, without some special provision, there can be but one incentive, and that is, to put the organizations in a position to be sued for damage, and to make the organization responsible for every act of the individual members who compose it. If this could become a fact, whenever there was any disturbance, by virtue of a strike, or suspension of business from a dissatisfied condition, and any damage was done, any member would be liable to attachment, and the innocent, and not the guilty, would be punished, because men with thrift, and who have property and are law-abiding, would be held responsible for damage, while the imprudent, and possibly the one who was guilty of an infraction of the law would not suffer. They would also be held responsible for the deeds of those not members if damage was done, on the ground that opportunity and incentive was created by the action of the organization, who in fact were only trying to secure justice and by peaceful means. All self-respecting members of organized labor (and we suppose most of them to be such) are willing to stand before the law upon the same footing as any other citizen, and to be punished for infractions of the law. But it must devolve upon the officers of the law, and not upon any social organization, who have no power to compel its members to keep within the bounds of law, except an inherent character, which will of itself compel them to conform to the law of the organization, which invariably prohibits violence and destruction."

Organized labor seeks no "special privileges;" it asks for no class legislation. It but desires to be placed on an equality with others under the law. It desires to see every individual responsible for his own acts; it will lend consistent assistance in the apprehension of violators of the laws, and we believe, will be very glad to seek the courts of justice, as a tribunal, at whose hands the adjustment of differences in which the courts have proper jurisdiction, will be sought; provided, it can enter that tribunal on even terms with the other contestant. The bills prepared by Messrs. Wright and Kernan and by Attorney Gen-

eral Olney, and introduced in the house by Mr. McGann, chairman of the committee on labor, provide the exemption which should be provided, and we hope to see that, and many other

of the good features of these bills, become law. After such proper exemption, or protection, under the law, has been furnished, it would seem that in seeking their own best interests, labor organizations would incorporate.

JUDGE GAYNOR'S DECISION.

As a result of the failure, on part of the Brooklyn street railway companies, to run their cars, on account of a strike among their employees, John Loader, a merchant, prayed that a writ of mandamus be issued by the court requiring the companies to run their cars in the interests of the public and of the business men.

Judge Gaynor's answer to this prayer is a temperate expression of a logical conclusion as to the rights of the public and the duty of public corporations to the public. The decision is full of good, sound sense. It should not be mistaken for a disposition, on part of the judge, to take sides in the issue between the companies and their men. With no blare of trumpets and with evidently no desire to placate or persecute either party to the original dispute, Judge Gaynor says:

"It is my duty to declare the law of this case. This railroad corporation is not in a position of a mere private individual or company carrying on business for private gain, which may suspend business temporarily or permanently, at pleasure. On the contrary, it has a dual relation—a public relation to the people of the state and a private one to its stockholders.

It must not be forgotten here, though it may seem to be growing dim, if not wholly forgotten elsewhere, that in its chief aspect it is a public corporation, having duties to perform to the public which transcend any obligation which in its private aspect it owes to its stockholders. It has received franchises of great value from the state, and had conferred upon it the state's transcendent power of eminent domain.

In return, it took upon itself the performance of public duties and functions, in the performance of which it is in law and in fact not an independent, individual or entity, but the accountable agent of the state.

Though these principles are old and inherent in the idea of the sovereignty of the people, it would seem that in the recent rapid growth of corporate power, and of the tendency to use public franchises for the aggrandizement of individuals first, and for the service and benefit of the public second, they have come to be somewhat overlooked, and need to be restated."

A duty clearly recognized, aptly described and creditably performed. With our forefathers "We hold these things to be self evident," and with Judge Gaynor, we believe they "need to be restated" often.

In defining the duties of these corporations and in what manner it was incumbent upon them to perform those duties, the judge said:

"The duty of the company now before court is to carry passengers through certain streets of Brooklyn, and to furnish, man and run cars enough to fully accommodate the public. It may not lawfully cease to perform that duty for even one hour.

The directors of a private business company may, actuated by private greed or motives of private gain, stop business and refuse to employ labor at all unless labor comes down to their conditions, however distressing, for such are the existing legal, industrial and social conditions. But the directors of a railroad corporation may not do the like. They are not merely accountable to stockholders; they are accountable to the public first, and

to their stockholders second. They have duties to the public to perform, and they must perform them.

If they cannot get labor to perform such duties at what they offer to pay, then they must pay more, and as much more as is necessary to get it. Likewise, if the conditions in respect of hours or otherwise which they impose, repel labor, they must adopt more lenient or just conditions. They may not stop their cars for one hour, much less one week or one year, and thereby beat or coerce the price or conditions of labor down to the price or conditions they offer.

For them to do so would be a defiance of law and of government, which, becoming general, would inevitably, by the force of example, lead to general disquiet, to the disintegration of the social order, and even the downfall of government itself. Experience shows the wisdom of our fathers in retaining at least some control of corporations to whom are given public franchises for the performance of public duties."

Were it not for an occasional Gaynor we might with propriety ask, are we going to be able to do as well as our forefathers in "retaining at least some control of corporations to whom are given public franchises?"

Judge Gaynor cites the following from a decision handed down by the supreme court of the state of New York as clearly supporting his position:

"According to the statement of the case a body of laborers, acting in concert, fixed a price for their labor and refused to work at a less price. The respondents (the railroad company) fixed a price for the same work and refused to pay more. In doing this neither did an act violative of any law or subjecting either to any penalty.

"The respondents had a lawful right to take their ground in respect of the price to be paid, and adhere to it, if they chose; but if the consequences of doing so were an inability to exercise their corporate franchises to the great injury of the public, they (the railroad company) cannot be heard to assert that such consequences must be shouldered and borne by an innocent public, who neither directly nor indirectly participated in their cause."

The plea of the companies that they were ready to perform their duty to the public if not prevented by ex-employees seems to be pointedly and fully answered by Judge Gaynor in saying:

"I do not think the present answer of the company is sufficient to prevent a writ from being issued. The claim of violence amounting to a prevention is not legally made out. Instances of violence, generally by others than the former employees of the company, are shown, but it is also shown that not only the police force of the city, but also over 7,000 soldiers are preserving order, and I cannot believe that this company is not protected in its rights, nor do I think any question of fact is fairly raised on that head. Besides, the persistence of the company in failing to run its cars except as it may gradually get employees to accept its terms, being in itself unlawful, as I have shown, must necessarily by its bad example tend to public disquiet, if not to some disorder.

In respect to the question of hours and wages between the company and its employees, its duty was to have gone on, and now is to go with its full complement of employees, having the right gradually and from day to day to supersede its employees if it can, by new employees who will work on its terms, or to supersede them all at once when it has obtained a sufficient number of new employees for that purpose; but in such a controversy it has not the right to stop its cars while it is thus gradually getting other men."

Men who retire from the service of an employer

have neither moral nor legal right to interfere by force or by mob violence with the conduct of the business of the employer, and in this instance it is pleasing to note that the judge says, "Instances of violence *generally by others than the former employes of the company* are shown." [Italics ours]. It is the duty of the authorities to afford necessary police protection, but when the number of police and soldiers engaged in affording protection far outnumber the strikers or the mobs, it seems ridiculous to cry lack of protection.

When proper police protection has been furnished the government, be it municipal, state or national, has performed its full duty, and under that protection the public corporation should be required to at once exercise all its functions and furnish the public complete and efficient service. We have heard so much of duty to the public from quasi public servants, among the employes of these public corporations, it is decidedly refreshing to hear something as to the duties owing from the corporations themselves.

There cannot be two opinions among honest and informed men as to the evils attendant upon the sweating system and as to the need for its being at once and forever stamped out of existence. Several attempts have been made to bring about this reform, but they have invariably been but local in application and the resulting changes to date have been, at best, partial and unsatisfactory. A recent number of *The New Era* contained the following proposition for national legislation upon this question, which is novel and suggestive, and should be given thoughtful attention by all who favor the abolition of this most heinous form of wage slavery:

"I take it for granted that it is the opinion of all factory inspectors and experts, that the evil cannot be regulated—it must be abolished. I have shown that the states cannot do this. Congress alone has the power to do it. Congress can do it only in one way, quickly, effectively, and radically, without interfering with precedents, constitutions, or the traditions of parties—and that is by taxing it out of existence. Put a tax on the contractor and make the wholesale 'manufacturer' pay it. Put a tax on the sub-contractor and make the original contractor pay it. Put a tax on the most impoverished of all the victims of sweating system—the 'home-worker'—and make the sub-contractor pay it. This plan, if the tax is made high enough, will wipe out the sweating system root, bark and branch."

The International Railroader seems to entertain an especial grudge against one in particular, of the railroad brotherhoods, and in an iconoclastic way, desires to be a general reformer for the others. While we believe in having the plans of a better structure perfected before tearing down the old, we have no disposition to thrash over old straw. We realize that *The Railroader* is not responsible for the statements made by its correspondents, but we think in matters easily determined, it would be well for it to undertake to prevent the publication in its columns of grossly mistaken statements relative to the organizations which *The Railroader* habitually criticises. In its issue of Jan. 21st, Mr. Hassett makes the statement that he has information(?) that "the O. R. C., which heretofore has been in the lead as an expensive order, charges for 1895, \$20 for an insurance policy of \$1000, barring some special

grievance assessments that might possibly arise."

To the initiated, it might be difficult to understand how there could be any connection between the cost of an insurance policy and "special grievance assessments that might possibly arise," and as the statement of Mr. Hassett only raises the cost of insurance about fifty per cent, it might seem unnecessary to correct him. The truth is, that \$1000 of insurance in the O. R. C. for 1895 costs the member \$14, and that is cheaper than he can get the same insurance elsewhere, go where he may.

Mr. Hassett assumes to give some other figures, which we will not undertake to correct because his source of information may be more reliable than our own, but if his other statements are as far "off" as the one which we correct, someone will surely be found who will be uncharitable enough to believe that these mistakes are not wholly unintentional.

This is peculiarly the season for governors' messages, and the daily papers have been full of them to the exclusion of many other matters during the month past. In them there has been much of bombast and fustian, with a leaven of good sound sense that, perhaps, will make up for the lacking portions. In all of them there has been nothing more worthy of careful consideration and of immediate action than the following passage from the message delivered by Gov. Upham, of Wisconsin, on the 10th ult.:

"It is for the public interest that, so far as may be, sober and competent men should be employed. I cannot but regard an arrangement among a large number of employers not to employ or permit to be employed, if they can prevent it, competent and faithful men, simply because they quit the service of some other employer, as a conspiracy that ought not to be tolerated by law. The employer has no more right to be protected by the law from a conspiracy on the part of employees than employees have to be protected by law from a conspiracy on the part of employers. The exemption of employes or laboring men from persecution by employers for quitting is peculiarly important in this day of commercial distress. If the law, as it now stands, does not protect men who have quit the service of employers from blacklisting, such as I have indicated, it should, in my judgment, be so amended as to plainly commend it.

If this distinguished gentleman had given a life

of study to the labor question he could not have presented the point at issue more clearly and forcibly. There can be but one measure for the laws of our land and that is absolute and equal-handed justice. That which is criminal for the man who works for a dollar and a half a day should be equally so when committed by the millionaire, and until the two are placed upon an absolute equality before the law the labor question will continue to be unsettled.

COLUMBUS, O., Jan. 11.—President A. A. Adams, president of the Ohio miners, in a speech to the miners at Shawnee, Thursday, said a miners' strike had not been settled during the past five years, which was not brought about by corrupt influence. A prominent local labor leader says President John McBride will have to prove his innocence of the charges made against him by Adams or suffer the consequences.

The above, clipped from a daily paper, furnishes a sample of the methods adopted by some labor leaders(?). Unable to rise, except upon the ruins of causes or reputations, torn down by them; wholly irresponsible and untrustworthy, they seek to curry favor with the anarchistic element by making charges which they cannot by any possibility substantiate. If it is incumbent upon Mr. McBride to prove his innocence of this charge, we assume that it would also be necessary for him to disprove a charge of horse stealing, if one of these intellectual giants should see fit to make the charge, in a general and sweeping way. If Sampson were to start out, in this day and age, to do battle with the Philistines, he would not find it difficult to lay his hands upon the weapon used by him in olden times.

In a recent and characteristically long interview with the St. Louis *Globe Democrat*, Mr. George Washington Howard, after saying, "Already it begins to look as though two short years of existence would be the fate of the pet scheme of President Debs, which was fourteen years in process of evolution," proceeds with his usual denunciation of the old organizations and to gloat over the losses which they have sustained on account of the perfidy of himself and some others of his kind. Fearful that the losses will not appear to be heavy enough, he draws upon his Munchausen ability and essays to give figures.

Among other things he says: "*The Trainmen's Journal* is the only official organ of any of the organizations named that has had the honesty to strike the names of defunct lodges from their directory, which is published monthly. The Order of Railway Conductors has suffered a proportionate loss."

It is not just clear whether THE CONDUCTOR is one of the official organs "named" or not. If it is, we wish to say that in every instance, the

names of officers of defunct Divisions or Divisions that have been closed for any reason, have been immediately stricken from the directory.

It is true that the Order lost some few members on account of the late trouble. We regret that any of the members allowed themselves to be misled. The loss to the Order was slight, as nearly all of our members conducted themselves in a consistent and proper manner by attending to their own duties and conforming to the laws of their Order and the terms of their agreements.

Among the losses(?) suffered by the Order was the expulsion of Mr. Howard, for the second time, for violation of his obligation. And yet the bones of the father of our country lie quietly in their grave.

Of late many very severe things have been said of E. V. Debs; but it remained for Edward McCaffery, delegate from Providence, R. I., to the K. of L. General Assembly, to deliver "the unkindest cut of all." In making his report Mr. McCaffery accused Mr. Sovereign with having used Mr. Debs as a tool. Whew!

The history of the legal contest with the Union Pacific Company, which was decided by Judge Caldwell, is a familiar one. At that time the Oregon Railway and Navigation Company was a part of the Union Pacific system and was included in the decision. Later a separate receiver was appointed for the O. R. & N., and he immediately proposed a new schedule of rules and rates of pay. This proposition was contested in the courts and prayer was made for an order restraining the receiver from making changes in violation of the order of Judge Caldwell. The case was argued last fall and has been held under advisement by Judge Bellinger ever since. On January 25 decision was rendered in favor of the receiver, the judge saying:

Notwithstanding my conclusion heretofore announced that the matters complained of are properly confided to the discretion of the receiver with all matters of administrative detail in the management of the road, upon the representation of these employees that the receiver has arbitrarily cut down their compensation and has imposed unusual and harsh conditions upon them, and upon their urgent request that the court consider their complaints, I have examined into the various matters complained of, with the view of making such suggestions to the receiver as the facts might seem to warrant, in the hope of aiding a better understanding between the receiver and his employees.

Calling attention to the fact that some changes are objected to because the employees can see no good reason for the change and bearing especially upon the question of according employees opportunity to be heard in causes for complaint, the judge says the new rule will allow action either by a committee of an organization or by individuals.

The decision reviews in detail many of the con-

tested points, but the disposition of the judge is clearly shown in the statement:

"While it is true the receiver acts under the advice and control of the court, yet there is necessarily committed to his discretion the management of all administrative details relating thereto, and the court will not interfere in respect to such details unless an abuse of discretion is made to appear."

Answering the charge that some of the rules are unnecessary, ambiguous or liable to be miscon-

strued, Judge Bellinger says, "the criticism may be just, but the objection relates to a matter of form and not of substance. It will be time enough to complain when an injurious construction is adopted."

It remains to be seen if "abuse of discretion is made to appear." or if "injurious construction is adopted."

BORROWED OPINION.

The wrecking of American railroads in which European investors hold large interests is one of the most potent causes of the existing financial conditions, which threaten even more serious results than are now apparent. The hasty withdrawal of foreign capital has had its effect in the drain of gold from the country.—*Pittsburg Post*.

The Dun circular says that labor is the only commodity that has only slightly responded to the general shrinkage. This is because labor is very much alive and can fight for itself—because it has men and brains behind it—because it is backed up by the power of organization.

But these things will avail nothing in the end. Labor may fight and organize against reductions of wages, but, under the gold standard, reductions are bound to come. Wages will have to adjust themselves to prices, and prices to the volume of fundamental money in the country. This is inevitable.—*Atlanta Constitution*.

One of the most complicated problems that is agitating the labor element of this state today is the drafting of a bill that will effectually put a stop to the system adopted by many large corporations known as "blacklisting." That the system is both un-American and treacherous is generally admitted, but the greatest difficulty to killing the black list lies in the ease with which the provisions of such a bill could be evaded. A bill in this connection, however, should be introduced and passed by our legislature and the penalties made severe, providing for imprisonment without the option of a fine.—*Pioneer Press*.

It is evident that if workingmen are to progress, to even hold what has been won in the last twenty years, there must be an awakening all along their line; there must be substantial growth of organization, and the best management thereof. Labor organization must be run on business principles, and the whoop hurrah style be cast aside. Every official must be chosen because of his fitness, and not because of his being a good fellow, nor because he belongs to a society outside of labor organization that members of the organization belong to. * * * You need what we have said here, and you need also a press that is not afraid to give you good, even if unpalatable, advice, and a large majority membership that will not be so foolish as to condemn the press because its honest advice does not suit your thoughtless conclusions.

There never was a time when labor needed organization and wise management more than it does now, for there never was a time when em-

ployers were better organized to contest for lower wages and harder terms of labor.—*New Era*.

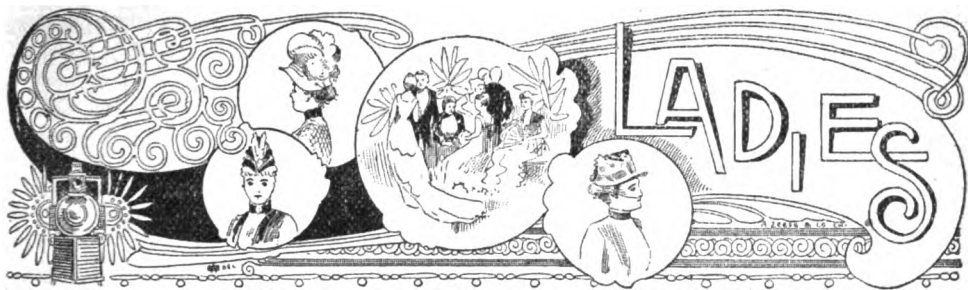
Enact a law making our postoffice a bank of deposit up to \$10 or \$20, receiving a deposit as low as 5 cents and up to \$5, and when the amount of \$10 or \$20 is in deposit close that account and issue an interest bearing bond to run fifty years, if only at 3 per cent, and then let the same party start a new account, until he or she becomes the holder of \$5,000 or \$10,000, placing a limit so that the wealthy cannot monopolize the loan, take this money so deposited and call in and pay off every outstanding bond issued since the war, and in ten years hence, if you live, you will see and recognize the benefit a country derives from being owned by its own people, and not by a foreign influence. I am an American, and I want every one living under our laws to be an interested citizen in its future welfare.

These bonds would always be worth more than their face value, and would, under any ordinary circumstances, bring their face value. Any bank would be glad to take them, therefore their holder would establish a credit that under our present system he does not enjoy. I personally know many a railroad employee, who to-day buy post-office orders and hold them to their limited time, but will not deposit that surplus in a bank, because they have had bitter lessons of late, and their confidence in such institutions is gone. As I said at first, every law enacted for many years is only to assist the rich to become richer and the poor poorer.

Give the bone and sinew of our country a chance and they will redeem Mr. Carlisle from his dilemma. Make our gold, as well as silver, a free, honest dollar, and cease making laws which, before enacting, we stop to ask, "What will England do?" Let us run our own country for our own people's good, and if other countries do not like our ways, let them alone. They will come to us; we have too much here that they want; our trade is worth having, and at our own terms.

Americans must and shall control this government under which they live; make laws to suit our own wants, and not permit the different powers of the world to dictate, without some recompense, in our domestic affairs.

This communication I offer the working people of the United States, and trust if it meets their wants they will meet me at the ballot box, secure its adoption, or something as good, if not better.—*A. Waldo Spencer, of Division 69, in El Paso Daily Herald*.



TOLEDO, OHIO

Editor Railway Conductor:

The January number of *THE CONDUCTOR* appearing in its "new dress," not only reminds us of time's flight, but suggests new thoughts. We begin to fall in line with those who believe there is something good in a new line of thought involving change from old and accepted conditions. "Old things are passed away." Change and its consequent interests have opened to us this new route to our promised goal. In this age of "organizations for women," the wives of the Railway Conductors of America have formed an Order for the moral and social advancement of its members "to co-operate with the Order of Railway Conductors in further extending its interests and membership. The principles for which we contend need no recommendation. In working for what will advance the best interests of and improve the conditions of all conductors' wives, being associated with those who have had the same experience, we feel we have more in common with those who are associated with us in the work than we could have with others outside. The idea of holding in common the reputation of our Order is the incentive that urges us to the greatest possible degree of success. Let us resolutely set aside every idea that cannot become an active working principle. I have watched with much interest and great care the steady growth of the Ladies' Auxiliary to the Order of Railway Conductors, and I believe it is advancing on the "road" that leads to the most happiness for the greatest number. There is no real need of discouragement. Slowly, it is true, but surely we have made an impression, and the outcome may be noted in many ways. I have no doubt that this improvement will continue.

Many of our greatest difficulties are due to the indifference of our members concerning those questions which should interest us all. If we could carry goodness and faith into our works, goodness to control our words and direct our actions, faith to put new life in our dead resolutions, how much more we might accomplish. This cause is "moving on." With greater free-

dom and breadth of thought old prejudices are sure to give way and better things come in their places.

The original idea of Sister Dustan, of presenting "the medal" to the Division which, in every detail, submits the best report (according to its membership) for the year, has been proven a success. The year 1894, the second since the presentation of the "medal," shows improvement and interest, and consequent promptness in making Division reports. Golden Rod Division No. 43, of Atlanta, Ga., is the fortunate Division, having submitted the best report in every respect for 1894. I make the presentation with the assurance that the members have worked hard for it and will strive to be in every way equal to the honor this contest has achieved for them. Ideal Division No. 39, of Jackson, Tenn., was second; Bluff City Division No. 29, of Memphis, Tenn., third, and Denver Division No. 23, of Denver, Colo., fourth in the contest. The contest has been more general, and better reports were submitted for 1894 than for 1893.

I will say to those who have written me for information in regard to joining the Ladies' Auxiliary, at the time we meet in Grand Convention provisions will be made for those who come from cities where we have no Division. If you will write me for conditions, arrangements will be made for your acceptance, but upon no conditions can we accept anyone who comes from a city where we have a Division of our work.

Yours in T. F.,

MRS. J. H. MOORE, G. P.

CLEVELAND, OHIO.

Editor Railway Conductor:

Why is there so much indifference and so little interest manifested by the intelligent women, who are so closely connected with the Order of Railway Conductors all over the broad land, in regard to establishing an Auxiliary in any place where there flourishes a Division of the Order?

I ask why this indifference? I mean comparatively, as I am informed, never has there been the

interest in this work which is now manifested. The comparison is here. There are nearly four hundred Divisions of the O. R. C., while there are less than sixty Divisions of the L. A. to O. R. C., scarcely one-sixth of the possible number. Again, I ask why this delay and evident indifference? Is it because of the fear that the task may be a hard one, or is each individual conductor's wife waiting for some other conductor's wife to make the start? Just consider what it would mean were the Ladies' Auxiliary generally organized wherever there is a Division of the O. R. C. Can any one deny they would become in a very short time a power gaining recognition for their good works? "In unity there is strength," and the possibilities are many, with general organization. At present the Ladies' Auxiliary is handicapped by the Divisions being "few (in number) and far between." It is impossible to develop the possibilities for usefulness which might result, with the limited number now in existence. I would not have it understood that we are discouraged, not by any means. On the other hand, we have much to hope for. We do not forget that it takes time to bring about great results, and it is not expected the ladies can accomplish in a day or year what it has taken the conductors over two decades to accomplish. The L. A. to O. R. C. is not dead, but very much alive, as all who attend the convention at Atlanta next May will discover. It may not be generally known, probably is *not*, that the L. A. hold their convention always at the same time and place as the O. R. C. Wide awake, conservative women will be there, representing the existing Auxiliaries, and much of interest will be considered. All Auxiliaries who comply with the law will be entitled to representation—and right here let me ask, can all not see the advantage which will result in organizing before next May?

I imagine I hear some conductor's good wife saying, after reading the cheering letters in the Ladies' Department: "That Auxiliary of which we read here must be a grand thing. How I *do* wish the ladies of this place would organize. I wonder why some of them don't try to get an Auxiliary started. I would gladly join, if one were organized." Then I hear her husband slyly say: "What is the matter with your starting the thing yourself?" She is aghast at the suggestion, and says: "Oh, I am not the right one to lead off in it; it needs some one of experience in this work." Now, that is where you are mistaken, my dear. If you really have the desire to have an Auxiliary in your place you are the woman to go to work. You will find plenty of helpers, as soon as something tangible to work on. Just

try it. You will in all probability find that not only the ladies, but their husbands as well, will assist you, and with such encouraging success that you will soon have the pleasure of seeing a live, wide awake Division of the Ladies' Auxiliary in your midst.

Many of you attend the Grand Division in company with your husbands, and how pleasant for you, if you are a member of the L. A., to attend their convention at the same time.

There are still three months before the convention—less than three, but fully two months still remain to gather forces and be represented at the Grand Division. All will perceive the necessity of commencing work at once, as procrastination will exclude the Grand Division privileges from all who are not organized before that time.

Now, I have an idea that many Divisions would soon organize if some of the bright, intelligent women who read the Ladies' Department in *THE CONDUCTOR* would say to themselves, "If no one else will make the start, I will do it myself. I will write today for information how to proceed." She will then turn to the directory of the L. A. to O. R. C., on last page of directory number, and secure the address of either the Grand President or some one of her deputies (any one of whom will gladly furnish her with details), get writing materials out, and before her impulse has had time to die the letter will be written that will start the machinery in motion for organization.

Divisions can be worked up in a very short time if the matter is taken up in the right way, and the secret of success in doing this is energetic persistence on the part of the one who determines to get the Division started, whether lady or gentleman, for gentlemen do this work. Many Divisions of the L. A. have been worked up by a good conductor; and the impetus thus given does much toward making the new Division a success.

Do not think, because your city may be small and the membership of the O. R. C. likewise, that you will not be able to secure a successful Division of the L. A., for some of the best working divisions we have are located in small towns. Indeed, I know of one Division of only eleven members, of which one of its members wrote in a personal letter to me: "I do not know what we would do with many more members as we scarcely have time to get through with all of our business as it is."

Yet we do not advise organizing with so few as the limit—ten—as it of necessity makes the expense heavier on each one than if the number is larger. The business of many large Divisions is often transacted by a few faithful ones, while the majority of the members only attend on special

occasions or occasionally, yet their good dollars help to swell the treasury for charitable work, and few ever receive a call for assistance.

I believe this order will grow amazingly in the next two years, and as the times improve people will become less cautious of expenditure and more liberal with each other, and the possibilities are more favorable for success and growth than they have ever been in the past. We trust many inquiries will follow these hints to the wise. Rest assured all letters will receive courteous attention. Allow me to again urge the need for immediate action if the best results are to be obtained.

The annual election by Bethlehem Division resulted in the choice of the following officers: President, Mrs. S. N. Pennell; Vice President, Mrs. William Forbes; Secretary, Mrs. S. L. McCutchin; S. S., Mrs. Frank Stone; J. S., Mrs. E. L. Betts; Guard, Mrs. J. Smith; Chairman Executive Committee, Mrs. J. W. Sylvester; Delegate, Mrs. S. L. McCutchin; Alternate, Mrs. Ed. Blake. Our President, Secretary and Senior Sister were given a deserved re-election, they having not only won honors by their able and faithful performance of official duties, but having won the hearts of every one of us as well. Others might be mentioned who deserve praise for their splendid work, but as it would take a roll call to give the names of all, I will not attempt it.

At our last meeting we adopted a report on "revision of the ritual," and have sent it in to the chairman of that committee. At present especial attention is being given to securing some suitable method for celebrating our third anniversary, which will be in March, and we hope soon to have a definite plan in hand. The past year has not been as prosperous as we could have wished, as we lost several members from various causes, and did not add to our membership in proportion, yet a number of applications are out, and we hope to not only fill our ranks but increase them during the coming year.

With kind greetings to all members of the Auxiliary, I am, Yours in T. F.,

MRS. C. P. HODGES.

MARION, IOWA.

Editor Railway Conductor:

Gloria Division tenders to all Divisions of the L. A. to O. R. C. a New Year's greeting, and kind wishes to each and every member of the same. The past year has been successful to us in many ways. Should we stop to enumerate the many blessings received by us as a Division, our "Thanksgiving page" would be well filled. Our number is still small—only ten—but the ratio of increased energy is much greater.

The installation of officers for 1895 took place Jan. 5th, Sister Jennie Bell acting as Grand President and Sister Butry (of Division 37) as Grand Junior Sister, assisted by Sisters Holloway and Dayton (also of Division 37). Those installed were: President, Mrs. Edith Gilbert; Vice President, Mrs. Florence Floyd; Secretary and Treasurer, Mrs. Nettie Hahn; Senior Sister, Mrs. Anna Haggerty; Junior Sister, Mrs. Kittie Hanrahan; Guard, Mrs. Helen Howard; Chairman Executive Committee, Mrs. Jennie Bell; Delegate, Mrs. N. D. Hahn; Alternate, Mrs. Helen Howard; "Organist," Mrs. Mary Sutton. This Sister has been our most worthy President for the past year, and leaves a most enviable record for her term in that office. She gladly suits herself to any niche where a willing heart is needed, and joins the members of Gloria Division No. 38 "in honor preferring one another."

We count among our successes the "box social" held New Year's Eve. The boxes were sold to the highest bidder. Brother Tom Hanrahan acted as auctioneer, and a good one he made, too. Other Brothers and visitors did their part by their ready purchases of the "satin, plush and velvet covered boxes," (as Brother Tom put it). We not only realized a good benefit financially, but socially also, and should we all be able to watch the year 1895 "out" as happily as we watched it "in," we may well consider ourselves among the favored ones of earth.

In writing of our Division, our officers, etc., the thought forces itself upon my mind that all readers of THE CONDUCTOR are not interested in the Ladies' Auxiliary, consequently, a letter devoted wholly to that theme would have little or no interest for them. And even to those connected with the Auxiliary there are other things of which we might speak with profit, concerning all mankind. From the youngest to the eldest of us we are but scholars in the great school of life, some forward in one branch of learning, backward in another, and *vice versa*. Even with our mature minds we often jump at some conclusions quite misleading when a little reason and unselfish thought would shape things in our minds much more justly, pleasingly and profitably. Sometimes, when trying to do our full duty, we keenly feel that our efforts are not appreciated, perhaps putting so much thought on the seeming injustice that we never stop to think whether we are appreciating the efforts of those around us or not. Again, will not a just consideration of other people's merits, in any direction, insure due appreciation of our own? It is just possible, too, that we sometimes over-estimate our own efforts

with a corresponding low estimate of others—none of us intend doing wrong in this, but the results of carelessness are often as serious as those of actual wrong intention would be. If there is anything needed to make the American men and women the most useful in the world, it is sound reasoning, unbiased by class, religious or political distinction. Better forget the virtues of the dead than overlook those in the living. None are without their virtues, some have many. Why wait until their ears are closed forever here, to speak of them? Why wait until their eyes are closed in the last sleep, to show our appreciation of their worth? It is not always necessary to speak praise in order to have it felt. Actions speak louder than words. We can act in such a way that we will not only show our appreciation of others, but will encourage them to still more earnest, honest endeavor.

The thought, that we have not passed the stage of learning, but really are just mounting it, is one that cannot help but produce good results. We are so prone to say, I am so "sensitive;" so "quick-tempered;" so "easily embarrassed," so "this" or so "that," just as if we were cast in a certain mold, and had not the power to grow into just what we desire. Let us be thankful that what we are we need not always be, that what we would be we may become.

Yours sincerely in T. F.,

MRS. N. D. HAHN.

DETROIT, MICH.

Editor Railway Conductor:

On December 4, Detroit Division, No. 44, L. A. to O. R. C., elected the following officers: President, Mrs. C. L. Granger; Vice President, Mrs. A. Little; Senior Sister, Mrs. F. Morey; Junior Sister, Mrs. F. Prindle; Secretary and Treasurer, Mrs. A. J. Eley; Guard, Mrs. Wm. Pattison; Chairman of the Executive Committee, Mrs. M. C. Whiting; Correspondent, Mrs. I. Padgett. The officers were installed at the following meeting, there being present twenty-two of our own members and six visiting Sisters, five from Rapid Transit Division and one from Michigan Division. Our retiring president not being present, Sister Barron was instructed to install the officers. After a few remarks from our new president, the meeting closed. The ladies then served refreshments. At this point the Guard admitted Mr. Bean, the C. C. of 48, his brother and Brothers Padgett and Hitchcock. We all hope this will not be the last time the Brothers of 48 will favor us with their presence; they will be welcome at all times. We have a membership of twenty-eight. We should have a large Division here if the O. R. C. were

all with us. We are in hopes we will bring them to our way of thinking yet.

We never see anything in THE CONDUCTOR from 48. Now, it is not because there is none capable, but I think they are negligent.

Yours in T. F.,

MRS. I. PADGETT,

Correspondent

DE SOTO, MO.

Editor Railway Conductor:

Having been honored by being chosen as correspondent I shall endeavor to let you hear from De Soto Division, from time to time, during the coming year. At our last meeting we had installation of officers, the following having been chosen to fill the various chairs: President, Mrs. A. M. Robertson; Vice President, Mrs. M. Aylesworth; Secretary, Mrs. J. G. Clanton; Senior Sister, Mrs. C. T. Sykes; Junior Sister, Mrs. C. B. Burris; Guard, Mrs. W. E. Bohmie; Chairman Executive Committee, Mrs. W. C. Turner; Delegate, Mrs. J. G. Clanton; Alternate, Mrs. W. E. Bohmie.

After the meeting closed a nice lunch, prepared by several of the Sisters, was enjoyed by all. Sister Turner has moved to Cairo and we all regret her loss very much, as she was a faithful worker for the Division and a true friend to all the members. We expect to take in a new member soon, and have hopes of others in the near future. With best wishes for all the O. R. C. and L. A., I am

Yours in T. F.,

MRS. C. T. SYKES.

HARRISBURG, PA.

Editor Railway Conductor:

Keystone Division, No. 47, L. A. to O. R. C., was one year old on the first of the present month, and our celebration of the anniversary was a success in every particular. The members of Sunbury and Philadelphia Divisions met with us and added not a little to the pleasures of the evening by their presence. We were also glad to welcome their husbands, as we always are, since the gentlemen make these meetings more interesting to all. One of the features of the evening was the administering of the "Oh, Why" degree to some thirty willing victims. It is not often that we poor women get an opportunity to have things all our own way with the men, being the weaker sex, but on this occasion we did, and you may rest assured the husbands were given the degree effectively, and for all there was in it, as we were afraid we might never have such a chance again. It is my opinion they will remember it for some time to come.

Sister Myers donated our Division two marble blocks for the pedestals of the president and vice president, and they are lovely, bearing the name and number of the Division in gilt letters. Brother Wood presented them, and they do say, though I cannot be responsible for the statement, that he spent two weeks in the attic practicing on his speech. It is more likely, however, that the slander comes from some Brother who is envious of Brother Wood and his most excellent speech. A vote of thanks was given Sister Myers for her elegant present.

Refreshments came next and were thoroughly enjoyed. Among the many nice cakes was one baked by our president, Sister Ross, which was too fine to be cut and we had to walk for it. One of the Philadelphia ladies was the fortunate recipient. It was a delightful evening for all present, and added something to our treasury beside.

With best wishes for THE CONDUCTOR and all sister Divisions, I am Yours in T. F.,
MRS ADAMS.

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CHEYENNE, WYO.

Editor Railway Conductor:

Our Order is in fine condition, although we have only twenty-one members. We have pleasant meetings twice each month, and we hope the coming year will find our number greatly increased. We opened the year with a good attendance, and have every reason to believe we will have a prosperous year.

The ladies all take a great interest in giving entertainments, which are always successful, both socially and financially.

At our regular meeting, Dec. 12th, the following officers were elected for '95: President, Mrs. R. G. Shingle; Vice President, Mrs. C. G. Wolcott; Secretary and Treasurer, Mrs. J. F. Reed; Senior Sister, Mrs. R. W. Rich; Junior Sister, Mrs. H. L. Vining; Guard, Mrs. Geo. Quigley; Executive Committee, Mrs. E. D. Woodmansee, Chairman, with Mrs. A. J. Schilling and Mrs. A. L. Yerby; Correspondent, Mrs. J. F. Reed.

With best wishes to the readers of THE CONDUCTOR. Yours in T. F.,

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MRS. J. F. R.

"The beauty books advise women to cultivate a hobby. They say that a person with a hobby keeps bright eyes, rosy cheeks and an expression of animation which in themselves constitute beauty far beyond the period at which the hobbyless women lose these attractions," says the New York Commercial Advertiser. "The best sort of hobby—the one which will keep women young longest, and will afford the most enjoyment dur-

ing the time—is an intellectual one, says an English writer. In this advanced day and generation most women have enough knowledge of various branches of learning to be able to choose one in which they will be honestly interested. The impersonal nature of study is something which should recommend it.

If one studies French or literature or dives into the forgotten poets, or makes a study of some period of history, she is doing something which takes her mind completely away from herself, her own worries, pleasures, friends, foes and lovers. This is in itself a blessing and a beautifier. Nothing produces wrinkles and the signs of care and age so quickly as thought of one's self, and, conversely, nothing wards off these evils so effectively as thoughts of other things.

Study is a better hobby than the collecting mania. Possessions soon become almost part of one's self. The woman who has collected china is in constant dread of her maid's clumsiness. She who has a collection of lace worries over her washerwoman. Fire and thieves enter into the calculations of all collectors. But she who stores her mind rather than her cabinets is not increasing her anxieties.

In addition to the good effect of the mere exercise of study, there are more practical results. The woman who studies most knows the most. Knowledge has a way of molding the features and imparting new graces to the expression. Knowledge makes women better talkers, better listeners, better hostesses and guests. In every way the study hobby pays. She who leaves off her twenty-minute facial massage and her half hour face steaming and devotes the time instead to study will find that even from the vain and frivolous beauty point of view, study is an excellent thing."

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WILKES BARRE, PA.

Editor Railway Conductor:

In the December number of THE CONDUCTOR the correspondent for Division 20, L. A. to O. R. C., this city, makes the statement that one of the Grand Officers had been residing in this city for some time and had never visited their Division. This is true, but allow me to say in answer that there were reasons for this action. The delegate of Division 20 accompanied the Grand Officer in question to Toledo, where she was elected to her present position. For almost two years before she had lived in Wilkes Barre, an entire stranger to the city, with some of the members of the complaining Division living within two squares of her, and the only one to call on her in all that time was Sister Mack of Nanticoke, seven miles away.

It would have been a pleasure to visit Springer Division, had the courtesy due all bound by the ties of "True Friendship" been extended. In further justification it may not be out of place to state that the officer in question has missed only four meetings of her own Division, Eastern Star, No. 8, in the last three years, and has traveled 64 miles twice each month in order to be on hand.

Yours in T. F.,

MRS. J. B. VANDYKE,
G. J. S.

PUEBLO, COLO.

Editor Railway Conductor:

Possibly you may think Division 41 of the L. A. to O. R. C. is off the track or on a strike, but let me tell you that we are all right and intend to keep going ahead in the good work. It is true that we have lost a few members on account of moving to some other place and on account of the strike; yes, the strike hit us, but we will make that all up in a short time, and hope to be stronger than ever.

We celebrated our first anniversary with a lawn party at the residence of Sister Dalton, she having kindly tendered us the use of her home and grounds for that occasion. Our husbands were with us and we spent a very pleasant evening. In October we enjoyed a visit from Sister Kissick of Denver, who put us through some of the new work. Our Hallowe'en party was a decided success and brought in quite a sum to our treasury.

December 27 last the members of Division 36 invited us to attend the public installation of their officers, held at the Grand hotel. After their work had been completed we were invited to install our newly elected officers, and it was done in good order by our retiring president, Mrs. Julia Ward. Our president made a nice little speech, after which all adjourned to dance and have supper, in which way the time passed merrily until midnight. The new officers filled their places like drilled soldiers and we could not but be proud of them. They are as follows: President, Mrs. C. E. Dewey; Vice President, Mrs. W. M. Zimmerman; Secretary, Mrs. Owens; Senior Sister, Mrs. F. Hollis; Junior Sister, Mrs. D. W. Edmiston; Guard, Mrs. Parras.

The prospects are good for our securing several new members soon, and we hope to be able to do much good during the coming year. All Sisters visiting our city must be sure and give us a call, as a hearty welcome awaits them.

Yours in T. F.,

MRS. L. B. SOUTHWICK.

DENVER, COL.

Editor Railway Conductor:

At the meeting of Division 23, Ladies' Auxiliary to O. R. C., held December 28 last, the following officers were installed for the ensuing year: President, Mrs. W. W. Hinckley; Vice-President, Mrs. W. P. Ogden; Secretary and Treasurer, Mrs. J. L. Kissick; Senior Sister, Mrs. J. W. Jones; Junior Sister, Mrs. F. C. Beach; Guard, Mrs. N. H. Leonard; Correspondent, Mrs. A. H. Landis; Delegate, Mrs. W. W. Hinckley; Alternate, Mrs. H. L. Grimshaw.

On the 4th ult. a reception was given these new officers by their predecessors at the home of Sister W. P. Ogden in North Denver. Sister Ogden is an accomplished hostess, but on this occasion seemed to outdo herself. Elegant refreshments were served, and when they had been duly enjoyed, we were treated to some delightful music by the lady of the house and her two charming daughters. Altogether it was an occasion to be long held in pleasant memory by all who were present. Through it the new year has opened most auspiciously for us, and we hope that it may not only be filled with such pleasures, but with an abundance of good works for the advancement of the cause in which we are all so deeply interested.

Our Division has recently made a new home for itself in the Long block, corner of Eighteenth and Welton streets, and there we hope to meet all the Sisters who visit our city.

Yours in T. F.,

MRS. A. H. LANDIS

BELLEVUE, OHIO

Editor Railway Conductor:

It is with pleasure I write in behalf of Autumn Leaf Division, No. 12. We have had our annual election and installation of officers, with the following result: President, Mrs. L. C. Brown; Vice President, Mrs. Thos. Connors; Secretary and Treasurer, Mrs. R. A. Myers; Senior Sister, Mrs. Forsha; Junior Sister, Mrs. Jas. Sweeney; Guard, Mrs. Jack Stanley; Chairman Executive Committee, Mrs. Ross Alexander; Corresponding Secretary, Mrs. J. R. Myers.

Our Grand President, Mrs. Moore, and Mrs. D. Myers, of Toledo, favored us with a visit the last meeting in December. She complimented us on our work for the past two years, which encouraged us very much.

We have started the new year with one initiation, which we hope will be followed by many more. With our excellent corps of officers we are looking forward to a prosperous year.

With very best wishes to all L. A. and O. R. C. Divisions, I am

Yours in T. F.,

PEPP.

ST. JOSEPH, MO.

Editor Railway Conductor:

As Benevolent Division, No. 17, has not been represented through your columns for some time, I will say that we are still in existence. At our meeting Dec. 6, '94, the following officers were elected for the ensuing year: President, Mrs. E. N. Foote; Vice President, Mrs. D. Simms; Secretary, Mrs. J. W. Horan; Senior Sister, Mrs. B. F. Throop; Junior Sister, Mrs. C. F. Smith; Guard, Mrs. J. Dawson; Chairman Executive Committee, Mrs. O. W. Wright; Corresponding Secretary, Mrs. H. M. Peck; Delegate to Grand Convention, Mrs. D. Simms. And as they are all good and well qualified officers, we look forward to another successful year. The past has been a very pleasant one, although not particularly successful in the way of adding new members to our number. We have good attendance at our meetings and every one takes a great interest in all our undertakings.

Just before the holidays we gave a New England supper, also sold fancy articles, made and donated by the ladies, which added to our treasury quite a snug sum.

We have had some charity calls, to which we gladly responded, and hope we may be able to continue our work in a good cause.

We hold our social teas once a month, and all have proved successful. The Brothers are somewhat timid in attending our teas, but it is generally known that conductors are more or less bashful while in ladies' company. We hope they will overcome that in the near future and take part in our pleasant afternoon socials.

Sister Ransom, formerly of this city, but now of Topeka, paid us a short but very pleasant visit. We are always glad to see our Sisters back again.

To the members of the Ladies' Auxiliary I will say we meet in A. O. U. W. Hall, corner Sixth and Edmond streets, the first and third Thursdays of each month.

Yours in T. F.,

MRS. H. M. P.

Editor Railway Conductor:

Tuesday evening at the home of Mr. and Mrs. J. W. Fairman, of East High street, the L. A. to O. R. C. and their husbands were most pleasantly entertained, it being one of their delightful alphabetical socials. The fore part of the evening was spent in recitations and music.

Then followed refreshments, which consisted of a geographical trip around the globe.

Each guest was furnished a dainty bill of fare, with the location of the country, town, etc.

Then followed some lively guessing.

The party was gay, and started out in different directions, some going through the Sandwich Islands, Turkey, T. s. c. and other points, and

finally all meeting on Pike's Peak, from which place, they sailed to Qb. under the direction of Conductor Early.

The island was handsomely decorated with the monogram of our Auxiliary by Brother Groh, of the O. R. C.

The prizes were awarded to Mr. E. B. Over-shiner and Mrs. Van Loon. A special prize was awarded to Mr. Early as next candidate for the "Oh Why" degrees. Yours in T. F.,

BRIDGE CITY.

SALIDA, COL.

Editor Railway Conductor:

Columbine Division No. 54, L. A. to O. R. C., is now six months old and doing very nicely:

The following officers have been elected and installed for the coming year: President, Mrs. A. J. Peacock; Vice-President, Mrs. T. Rieves; Secretary-Treasurer, Mrs. Frank Gilmore; Senior Sister, Mrs. Dan Cook; Junior Sister, Mrs. Frank Perkins; Guard, Mrs. W. H. Sexton. We have had some very pleasant meetings, and hope they may continue to increase in number and interest. We made quite a success of our ball on Thanksgiving last, both financially and socially, and expect to repeat the same the 14th of this month.

Our President, Mrs. A. J. Peacock, was elected delegate to Atlanta, Ga. We all feel she will represent our Division and will bring back laurels for Salida, Col., of which all members of Columbine Division are very proud.

Brother and Sister Cook are mourning the loss of their little daughter, Hazel, who died of typhoid fever. They have the deepest sympathy of the Division.

With sincerest wishes for the continued prosperity of the O. R. C. and L. A., I am,

Yours in T. F.,

COR. SEC.

SUNBURY, PA.

Editor Railway Conductor:

Having been elected Corresponding Secretary for the second term for Sunbury Eastern Star Division, No. 8, L. A. to O. R. C., I will ask for a short space in THE CONDUCTOR.

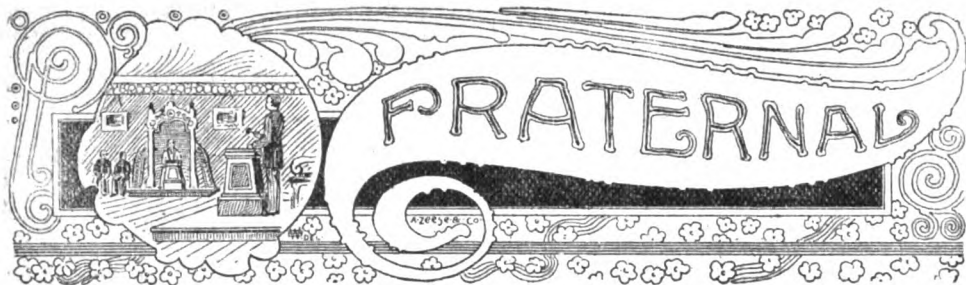
The following officers were elected for the year 1895: President, Mrs. W. Shaffer; Vice President, Mrs. T. J. Heany; Secretary and Treasurer, Mrs. J. B. Vandyke; Senior Sister, Mrs. Y. Baletta; Junior Sister, Mrs. J. H. Ellenberger; Guard, Mrs. J. H. Blain; Chairman Executive Committee and Delegate, Mrs. R. Kline; Alternate, Mrs. John Bell.

We have reason to thank Keystone Division, No. 47, for the invitation to their first anniversary celebration, held in Sible's hall February 1, and the kindness with which they received us. We all enjoyed ourselves very much, especially in taking the "O! Why" degree. After the degree, refreshments were served and we all returned home, well pleased with the Brothers and Sisters with whom we were made acquainted. I am sorry more of the Brothers and Sisters were not there.

Hoping the year 1895 will be a prosperous one, and wishing all a happy New Year, I am

Yours in T. F.,

MRS. J. H. ELLENBERGER.



CHICAGO, ILL.

Editor Railway Conductor:

In the January number I found just one answer to your question as to whether labor will use its power to secure needed legislation, and I wrote that myself. I said, "We will use our power because we must," and I gave some very good reasons by which I had arrived at that conclusion. Now I wish to add a little more, and shall hope that others interested, as every trainman must be, will have heard by this time and sent in their answer.

In the first place, as I said before, we are not different from other workmen. There was a time when we could turn up our noses at some people and the jobs they were willing to take, and some of us do so now; but their mistake will soon be apparent. Whatever the cause that is responsible for the steady increase in poverty and vagrancy, so long as that increase continues unchecked we cannot hope to maintain a comfortable standard of living in our own class; and it must and will continue unchecked, barring an occasional boom period, so long as present governmental conditions continue.

The editorial writer who signs "B" in the January number, quotes the *London Economist* to the effect that the Emperor of Germany is mistaken in his endeavor to improve the condition of his agricultural producers; that these people must accommodate themselves to a lower grade of living, as has already been done in Ireland; that the rule of capital is necessary to the stability of government. In England, and to a much greater extent in Germany, the question as to whether the stability of government depends on the power of capital, rather than on the acquiescence of the majority, is openly discussed, and the *London Economist* has no need to obscure its meaning, as do the American journals, behind a trashy display of imitation patriotism.

The government of England, as well as that of Germany, is founded on the theory that the greatest good to society generally is attained by the rule of a few, created and educated for that pur-

pose. In recent years these governments have been so changed as to give the disinherited majority a considerable share in legislation by representatives of their own election. But they demand more, and will get it.

The German Emperor is exactly consistent in his effort to enlist the sympathy of the farmer class in his struggle against the more clamorous proletariat of the towns, by giving to the farmers governmental privileges always denied them so long as the government was able to take care of itself without them.

Here it is different. We are seriously handicapped, restricted by the very fact that there is no obstacle in our way and no restrictions on our political rights. Small as is the share of English and German workmen in their respective governments, our share is smaller. They are represented to the full measure of their constitutional rights. We are practically without representation. Our every demand is answered by the unfurling of the starry banner, whereon is written the declaration of independence and the constitutional guaranty of equal rights for all, special privileges to none. To ask more is to be an anarchist, or worse.

It is often said that those who are elected to represent the people are unfaithful—betrayers of the confidence placed in them. That's pure bosh. It is quite true and correct to say that traitors are men, but is it true that men are traitors? Is it not a lying insult to humanity, a denial of the truths of history and religion? Do you expect a political machine to grind out a judge or a legislator who will be in any way different from the result contemplated by the adjustment of the machine? Can a sewing-machine make an irregular stitch? Don't you know in advance what it is going to be? Does the stitch disappoint the operator? Do the politicians betray their trust? Not often. Some do, and in the courage of these is our hope of betterment renewed.

New York dispatches in today's papers give the decision of Justice Gaynor of the New York supreme court, on the application of a Brooklyn

merchant for a mandamus to compel a street-car company to operate their cars, notwithstanding the strike, in order to restore the business withheld from his store through lack of transportation facilities. Judge Gaynor decides that, inasmuch as there are three or four times as many soldiers there as strikers, to say nothing of the police force, the company's property and employes are sufficiently protected, and that the company have no right to suspend operations, even for an hour, though they may be obliged to pay their employes what seems to them exorbitant wages to keep them at work; that their duty is first to the public, from whom they get their valuable privilege, and secondly to the stockholders. Machines do sometimes get out of adjustment, but we cannot rely on accidents. So long as we are content with the empty privilege—or right, if that word sounds better to an independent, intelligent American citizen—of voting for the tools of capital just as they drop from the machines that fashion them, we have no reason to complain of lack of representation or of treason to our cause.

Must capital rule—that's a figure for capitalists, why not say capitalists? Must capitalists rule to insure the stability of government? While the stability of such governments as those of Russia, Italy, Turkey and Germany is hardly worth contending for, the stability of a government that guarantees equal rights to all is indeed worth the blood our fathers spilled. But what of the stability of this government? It does not enforce its laws with the ease it once did. Our military force is constantly increasing in effectiveness, but not rapidly enough to allay the patriotic fears of the capitalist and newspaper publishers. The commanding officer of the federal army, in his last annual report, stated that he had vastly increased the effective force of the army by withdrawing it from the frontier and placing it about the larger towns and railroad centers; but recommended an additional numerical increase of many thousands, as necessary to the stability of our government. There are now several bills pending in the national and various state legislatures to increase our military force because of the same reason.

All of us who live in the very big towns have observed the recent growth of great armories like veritable forts. Some of them do not cost the government one cent for erection and maintenance. They are willingly paid for out of the capacious pockets of our patriotic capitalists, who know the need of a strong government. Some regiments in eastern towns are made wholly of gentlemen. You or I could no more get a place in one of these, even as a private, than we could enter the regular army as a full fledged captain.

It is not claimed that soldiers made of gentlemen are more effective than those out of our kind against an invasion of Canadians or Mexicans, but then, that is not what soldiers are for in this country. The Chinese have a strong government—too strong. The people so hate it that, wherever they were assured of personal safety, they received the Japs—invaders though they were—as blessed deliverers. Their government is stable enough to have remained in position through a good many centuries, and one of their politicians is said to have accumulated \$500,000,000—another link in the analogy.

The majority of every people are honest and true, and, therefore, just. Does not the stability of a *free* government depend on that fact alone; and does not the stability of a despotic government depend more on the ignorance of its majority than on the power of its military? Is not the ever increasing insolence of the money power the only real menace to the stability of this government? Who are these capitalists with their snoots in the air; and what is their capital? Didn't we make it—and them; and can't we do it again? If they and all their capital were swept from the face of the earth, would there not be enough left to make us a hundred fold richer for their disappearance the moment of their going?

Let us put our heads together and put our leaders' heads together and vote like rational beings. We cannot tie to Justice Gaynor's decision. He is not the only judge, and he can easily be snuffed out if it were considered necessary. Besides, the injunction scheme remains, and the anti-trust and interstate commerce laws, and other such laws, passed in the interest of labor through a committee of capitalists' attorneys. We have nothing to do but to vote. Why not do it before it is too late? Representatives of labor are not traitors. Labor is not represented. If, once in a while, a friend of labor does squeeze in, what, in the name of common sense, can he do? We have the power and the opportunity, will we use it? Those who are now out of a job, hungry, and waiting for a chance to "scab it," are with us. They must be lifted up, or down *we* go, strike or no strike.

Yours truly in P. F.

BROTHER.

MORRISTOWN, N. J.

Editor Railway Conductor:

A letter from "S" in the January number asks the undersigned why he ridicules the socialistic scheme on the ground that it would convert all middlemen into clerks in large stores, when that is already partially done by our trusts and monopolies?

Our answer is simple enough. Have we derived any benefit from that partial conversion of middlemen into machines, into clerks under big concerns? Is not that process undermining the manhood of the race? Why, then, try to reform humanity through the intensification of a great evil?

We work for a social status in which every man could be his own *man*, or boss, or partner in a regular concern, if he preferred that to living and dying under the orders of a boss. And we don't see how public bosses could be any better than private ones.

The only natural function of government is to see that Peter should not get on the top of John. When that takes place, if we find that we don't derive any benefits from the middlemen, we shall soon get rid of them. All supply vanishes when demand ceases to exist, as long as *equal freedom*, and not oppressions or strait-jackets, constitutes the law of the land. Respectfully,

JOSE GROS.

LOUISVILLE, KY.

Editor Railway Conductor:

Sunday, January 20, Monon Division, 89, was called to order, with our accomplished and dignified new Chief Conductor, D. M. Caldwell, in the chair. The ease and grace with which he presided convinced 89 of the wise selection made. There was a large attendance and many questions pertaining to the good of the Order were discussed.

Brother C. S. Dodson, our Secretary, claims No. 89 has more than two hundred members in good standing, and, as a consequence, we can boast of one of the "banner" Divisions of the south.

Brother John Cornwall is here visiting his parents, and attended the Division and gave us quite a talk relative to affairs about Marshall, Texas, and the T. P. R. R., where he has been located seven years.

Brother Terry Lyons is carrying his hand in a sling, minus three fingers, lost in an attempt to make a coupling for a new brakeman.

The passenger conductors between Louisville and Cincinnati are Robert Houlburn, John McNab, Pat Fitzgerald, Charlie Price and Robert Utterback. The passenger trains between Louisville and Lexington are in charge of Brothers Ed Brady, John Utterback, George Wheat and Wm. Wilder, with Doc Tierney, Mike Lanahan and D. M. Caldwell on the extra list. Brother J. J. Russell is running the Bloomfield train, while Capt. Jeff Kean is in charge of the LaGrange accommodation. James Fitzgerald and Henry Biggers

are the local conductors, with a large number of crews in the "chain gang."

Brother W. W. Sweeney, our oldest passenger conductor, was appointed depot master at Water street a few days ago, in recognition of his merit and long service with the company. He has been almost constantly in charge of a passenger train for forty years, and is as agile and lively as men many years his junior. May the old "Veteran" continue to railroad many years yet is my wish. While I remain Yours in P. F.,

MACK.

HOBOKEN, N. J.

Editor Railway Conductor:

Morris Division, 291, is not dead, but has for a long time been indulging in a good sleep, from which she now proposes to awake to a more active life. The Division itself is in a prosperous condition, our membership being about 85. We have a large field of good material to draw upon for new recruits. Peace and harmony is our daily watchword, yet we have had many a hard row to hoe. This Division was formed by the old members of Division 168. You all know the action of our delegates at the Rochester convention, resulting in that Division being disbanded and a new Order of Conductors being instituted. But, for some reason, the "Independents" did not meet with the success they looked for, and to rectify what had been proven a mistake, the old boys concluded to come back in the fold, to remain. I well remember the time Howard organized the Brotherhood of Conductors at Los Angeles. I was at that time night yardmaster on the Southern Pacific and I well know the pressure that was brought to bear on us old veterans. But it was no use, and today the old ship is stronger and better than ever she was. Let us all see to it that the Order has our full support at all times; that those we elect to rule and govern us in our Divisions, and in the Grand Division, have at all times our earnest confidence and support. By so doing we shall be successful.

Our annual meeting is held the third Sunday in December, at which time we elect and install our officers for the coming year. At the last annual meeting, held December 23, Brother John Long was re-elected C. C.; Brother Hoffman was again placed in the position of S. and T., and was also elected Delegate to the Grand Division. Brothers who go to Atlanta and do not know Brother H., "Old Reliable," will miss a good thing, if they do not meet him. Silver and gold he can not give you, but what he has is yours.

We have, in our Division, "kickers," and good ones. For one I am glad of it. I would not give

a continental for a Division that just came together and in the same old song, went through their business, no one taking the interest he should, not knowing half of the time what he is voting for. With us, all questions are thoroughly ventilated in a brotherly manner.

For a long time the Division tried to make some kind of an agreement with the officials of the company that would better their condition. It was like cutting eyeteeth. We met with opposition from many quarters, but Brothers Long and Hoffman never gave up and, on January 2, articles of agreement were at last entered into between the officials of the road and Division 291, O. R. C., giving to the Division what they had so long desired.

So far as seniority is concerned we are somewhat divided. Most of us think it wrong and unjust. We have old, tried, and true conductors here now on the brake and such was the condition of things, they were doomed to stay there for years. We look to see this changed.

One thing more of interest not only to Division 291, but to every Division of our Order, and that is, why cannot our Divisions be opened, closed, and the work and lectures given without the aid of the ritual? I visit a great many Divisions in the course of the year and they are about all afflicted with the same complaint. There is no excuse for this I know, by practical experience, whereof I speak. We have as fine officers as any Division in the country. Men of good sense; retentive memory, and good delivery, but their accomplishments are not put to account in the Division room. The minute the gavel falls every officer grabs a ritual and clings to it for dear life. This can be remedied and should be. As an old soldier, I propose, hereafter, to fall into line and answer roll call

Yours in P. F.,

VERITAS.

WILKES BARRE, PA.

Editor Railway Conductor:

It is with pleasure that I send you this greeting from Division 160 and assure you we are prepared to do even better work this coming year than we did last. Brother Baldwin, our newly elected C. C., takes hold as if he were well acquainted with the work and handles the gavel like a veteran. The same may be said for his able assistants in the other official chairs. Too much can hardly be said in praise of Brother Keithline, our S. and T., for he is always busy looking after the good of the Order. I hear someone say "What's the matter with Brother Brown on Sunday?" I will tell you some other time; he is all smiles now. I would also like to say something about Brother

Finley, but he has gone to that far off land where the sun goes to rest. May prosperity go with him, as no better Order man travels.

The attendance on our meetings has not been as good of late as it should have been and I would like to see some of the absent ones come to the Division room and say a word for the good of the Order. Never mind walking around the public square forty times and saying to yourself "I think I will not go to meeting today, there will be plenty without me." Here is where you make a great mistake. The officers want and expect you all and cannot have good and profitable meetings without your attendance. Let us, then, grasp hands and give our best efforts toward making this the best year in the history of our organization. I hear Brother Carter asking Brother Colvin if he and Brother Currigan are going to attend "air school" this evening, so I must close.

Yours in P. F.,

DIVISION 160.

ST. ALBANS, VT.

Editor Railway Conductor:

Good morning! Division 24 is still flourishing and the new officers are just the men for the places, and I am sure all will be proud of this year's work. We work on the second today, which will call out a goodly number of boys, and we expect one or more petitions, as well. There are quite a few conductors still out in the cold. Now, my advice is, boys, come while you can; prepare yourselves, for you little know how soon you may be cast adrift; then you will wish you were members, in good standing, of the O. R. C. Some say, as one did the other day, "What is the use?" Come in and you will soon find out. We, as a Division, do not advertise our business to the outside very much, but I know, if you once became a member, you could say what a mistake it was to remain out so long. I could cite you many cases where this Division (let alone the Grand Division and others) has done things for Brothers that has given us a record with these men, never to be forgotten. We never forget the widows and orphans of our Brothers who pass away, as our Division fund and our pockets show. Don't wait until you are out of a job or sick.

A lady said the other day, "I do wish my husband would join the O. R. C., then I would join the Ladies' Auxiliary." I believe every Division should have a Ladies' Auxiliary. The one to Division 24 has shown its benefits in more ways than one, and has been going but six months.

Business is very good and all are making good time. If they are not out on the road, they are over to the air brake school. The trainmaster

urges attention to this, and all are seeking information. I don't believe any of the O. R. C. boys will be found wanting if Hassett, White and Fitzgerald can help them out.

Hoping you will continue to have success in making our journal, for '95, pure and good as in the past, I remain Yours in P. F.,

SERIUS.

AUGUSTA, GA.

Editor Railway Conductor:

The following officers have been chosen by Division 202 to serve during the coming year: J. P. McCord, C. C.; E. L. Foster, A. C. C.; E. T. Miller, S. and T.; B. B. Jones, S. C.; W. M. Callahan, J. C.; W. E. Shurley, I. S.; C. B. Crawley, O. S.

I am happy to be able to report that our prospects are brighter for the coming year than they were at any time during the one now closed. We have four applications for membership and hope to be able to add to that number before long. With best wishes for all, I remain

Yours in P. F.,

S. L. HOLLINGSWORTH.

PORTLAND, ME.

Editor Railway Conductor:

There was an excellent attendance at the annual meeting of Pine Tree Division, and that is always encouraging, as it shows the boys to have a continuing interest in the Order. Our gatherings are always harmonious and are enjoyed by all, but this was the time for the election of officers for '95, and more than usual interest was felt. The election passed off pleasantly in every particular and we think the Division fortunate in the officers chosen. After the business meeting the Brothers assembled at the Falmouth hotel, where the ladies were in waiting, and sat down to one of Landlord Martin's fine spreads. Mr. Martin's house is always open to the boys, and the best the market affords is at their command. After the banquet all adjourned to Rossine hall, where the new officers were publicly installed by Brother C. C. Berry, P. C. C.; Brother W. Sprague acting as marshal. An admirable program of vocal and instrumental music and readings followed, making the evening one of the most enjoyable in the history of Division 66.

In our minds the ladies here should form an Auxiliary. Why not, ladies, take some part in the doings of the O. R. C.? Think it over and if you deem it best, the members of 66 will do all in their power to help you.

Yours in P. F.,

"B."

GASTON, W. VA

Editor Railway Conductor:

It is with pleasure I report Division 190 in a flourishing condition, with most excellent prospects for the future. We have a lot of hard working Brothers who keep everything moving.

Brother Flannagan has just returned to his run again after being off several days on account of the death of his daughter, Mrs. H. Laughlin. It was a very hard blow to the Captain, and he has the sympathy of all the Order. Brother Flannagan has the passenger run between Fairmont and Clarksburg on the Monongahela road. He and his crew are very proud of their new engine, just from the Baldwin shops, and their races with B. & O. train No. 72, as they leave this city together, furnish excitement enough for the daily trips.

Brother M. Welling is still at Moundsville, in the yard service.

I would like to urge upon all Brothers who are in arrears the folly of not keeping square. These very Brothers will be the first to ask for help when they get into trouble. The Order is all right if you treat it right, and if you do not keep straight on the books, you will live long enough to regret it.

Yours in P. F.,

"G. Y. M."

BOSTON, MASS

Editor Railway Conductor:

As I have not seen anything from Division 122 in the late issues of the CONDUCTOR, I take the liberty to blow off a little frozen steam about it. December 30 we elected officers for 1895, who will undoubtedly reflect credit upon our Division. They are, John Tait, C. C.; J. H. Josselyn, A. C. C.; C. D. Baker, S. and T.; J. G. Wheeler, S. C.; W. J. Coyne, J. C.; S. B. Flagg, I. S.; J. A. McIsaac, O. S.; M. M. Holdsworth, R. A. Murray and A. E. Holden, Division Committee; C. D. Baker, Delegate; R. A. Murray, Alternate.

After election we adjourned to the United States hotel, where we enjoyed a fine dinner and a good time for three or four hours.

At present the Division is in good condition financially and numerically, as we have set up a new man at about every meeting last year.

We were called upon to mourn the death of Brother Edward Sutton, by accident on the Fitchburg railroad, two weeks ago. Brother Sutton will be missed, as he was a good member of the Order. He was not a member of the benefit department, but, as he had no family, he probably did not care to carry any insurance.

I hope the Grand Chief Conductor will keep a close watch on the present attempts to revise the

currency of the nation, and give his efforts, with the leaders of other labor organizations, to prevent any scheme to increase the power of national banks.

There is no doubt but, after all the talk about tariff that we have had from congress, that they are now, after election is over, bringing the real cause of the present business depression to the fore. It seems to be the idea of congressmen in general to give the entire paper money issue into the hands of the national bankers on certain conditions. Now it seems queer to a person who looks into this matter at all, that the national bankers can issue paper money backed by the credit of the nation, and the government cannot. It is easily seen by the last issue of bonds that the national bankers have the government in their power, as far as gold is concerned, and any further advantages given them will surely place the country more than ever at their mercy. We have had a few sad experiences with national banks right here in Boston that ought to teach the people not to have any private corporation fooling with the country's financial system. The Maverick national went out of business a year ago under a very dark cloud of fraud, the president and a couple of the other high officials of the corporation were under indictment for this fraud, but the United States district attorney was unable to convict them. Still these men came out of this scandal very rich and the confiding depositors are left to whistle for their money, some of which was probably earned cold nights on a local freight. Yes, Brother Clark, watch the bank presidents and their plans and bring your influence in opposition, because these schemes will not benefit the working man at all, but will, in the shape of increased national debts, burden him still more, because, after all, the workingman produces all the wealth with which to pay these debts.

We had John Burns, the English labor leader, here last week, and he delivered quite an interesting address from the historic platform of the "Cradle of Liberty." There is, undoubtedly, a good deal of truth in his statements that the English labor organizations are ahead of us in many ways, especially in that very important one of securing men from their own ranks to represent them in the halls of legislation. I would like to see about ten conductors in congress.

Business has dropped a little around Boston since Christmas, but still is pretty fair.

Yours in P. F.,

No. 122.

[Sorry this came just too late for January number.—Ed.]

ANDREWS, IND.

Editor Railway Conductor:

The following board of officers will serve Friendly Hand Division during the coming year: G. F. Parkin, C. C.; L. C. Gunn, A. C. C.; F. W. Wells, S. and T.; Thos. Gleason, S. C.; C. W. McDermert; J. C.; E. L. Romey, I. S.; J. I. Fry, O. S.; D. C. Anderson, Delegate; F. S. Baals, Alternate; J. C. Brinsley, Cipher Correspondent. These are the Brothers who will stand at the helm and direct the work of Division 125, and no better men for the places could be found. If all the members will stand by them and live up to the principles of the Order our prosperity is assured. The attendance at Division meetings has been better during the past year than ever before. We have a new home, nicely furnished, to meet in, and, taken all in all, our prospects for the coming year are exceedingly bright.

Leap Year Division, No. 18, L. A. to O. R. C., is also doing good work and we wish the ladies every success. Let the good work go on.

Yours in P. F.,

THOMAS RILEY.

—•—
VAN BUREN, ARK.

Editor Railway Conductor:

I cannot recollect of ever having seen anything in THE CONDUCTOR from Border City Division, 269, and, just to convince you that we are not entirely congealed, and to let you know that we still exist, I concluded to write this letter.

December 16 came to Division 269, and with it the annual election of officers. After the flights of oratory incident to the nomination of the different candidates for honors, and the subsequent ballots, the following officers were declared elected by majorities which were practically unanimous: Brother W. B. Mann, C. C.; H. Hagan, A. C. C.; J. J. Charles, S. and T.; J. S. Flack, S. C.; Jos. Cosey, J. C.; J. S. Foster, I. S.; H. Hart, O. S.; Brother W. B. Mann, Delegate, and Brother Jos. Cosey, Alternate. With so capable a man as Brother Mann for presiding officer, we predict that Division 269 will come right to the front.

Brother Frank Woolum has gone into the grocery business. We hope Frank will do well, for he is a deserving gentleman and will treat everybody squarely.

I find in the January CONDUCTOR notice of the death of the wife of Brother Sam Bencini, of Division 269. Mrs. Bencini was kind and generous to all who knew her, and I regret very much to learn of her death. Let us hope that she has gone to that beautiful beyond where there will be

no more sorrow, sickness or death, and let us prepare ourselves to meet our loved ones there, for we know not the day, nor the hour, when we, too, may be called to follow Sister Bencini. Brother Bencini is a personal friend of mine and has my sympathy. Yours truly in P. F.,

BALLARD.

BUFFALO, N. Y.

Editor Railway Conductor:

Buffalo Division, No. 2, sends greeting to all Brothers, with best wishes for a happy and prosperous new year. We start in the new year with 174 members on our roll, and the following newly elected officers: J. V. Conly, C. C.; F. A. Maltby, A. C. C.; A. Keating, S. and T.; F. H. Sizer, S. C.; W. A. Kelleher, J. C.; M. O. Briggs, I. S.; A. Craig, O. S. The Division also elected a correspondent, it being the opinion of the Brothers that it would have a tendency to revive interest in the order by holding more frequent communication with each other through the columns of THE CONDUCTOR. We have been about as negligent as any in this respect, but we now intend to reform and sincerely hope some, or all, of the other Divisions will do likewise. We think our magazine is the proper channel through which we should discuss any question or proposition which affects us in any way (and is proper to be discussed in public.) If this is done, we think that by the time our next Grand Division meets our representatives in that body will more fully understand the sentiments of the whole order on any changes or reforms which they may be called on to decide. We have selected our P. C. C., Brother McDonough, as our delegate to the Grand Division.

Our Brothers who are away from home, of which we have a number, will doubtless be shocked to hear of the death of Brother William Munger, and join with us in extending our sincere sympathy to the family of deceased.

There is no news, excepting the fact that railroading is very dull in this locality at present.

Yours in P. F.,

COR. DIV. No. 2.

SEYMOUR, IND.

Editor Railway Conductor:

The annual election of Seymour Division, 301, has taken place, as reported in THE CONDUCTOR previously, and it has again fallen to our lot to represent the above as a scribe. The duty, never an arduous one—although at times difficult and trying, for want of certain proper encouragement, is a pleasant one, for it is always a pleasure to be able to help, and when, in the uncertain future, others more able, those who are younger, and bet-

ter qualified, take our place, may we be remembered simply as one who was always willing.

Looking backward in the dead past we all have much to regret. Everything has not been "just as it might have been." Experience teaches a dear lesson, and to those who care to do right, a profitable one. Many of those who used to meet with us in our hall on the second and fourth Sundays of each month have gone ahead. This year may find others following. The chances for all railroad men are against them, and it has always seemed strange that—while already in close touch—they should not be still closer together. It certainly must be a remnant of the old, old story of the serpent's temptations in our hearts that prompts us to be as distant with each other as we are. Friendship, affiliation and federation of all railroad men would be to the benefit of "each and all," yet, how will it be brought about? Is it the engineers' fault, the firemen's or brakemen's fault, or the conductor's? This we leave for your own decision. Suffice to say that we are all men, as God has made us, regardless of caste, creed, doctrine, or position, we are human and should show a kindly fellow feeling for each other. The welfare of one is the concern of all, and all men should carefully consider the importance of this. Were this letter addressed to Divisions alone, more might be said—as it is you all understand. Life is short, make it as pleasant as you can for one another. Our lot, sometimes hard, is oftentimes pleasant, and most especially when at home, the place of rest. Be kind to your families and particularly the "little ones," for, remember that "bitter tears of regret, shed on the coffin of the dead, can never atone for unkind words spoken while in life."

C. W. M

DENVER, COL

Editor Railway Conductor:

No. 1, Volume XII., of THE CONDUCTOR, has reached us in a brand new full dress, and like Brother Gardner, our worthy secretary, must have stood in with Santa Claus. Brother G. was the recipient of a fine suit, "cut to fit," a token of esteem from members of Division 44, whom he has faithfully served so long. He also received a fine O. R. C. charm and chain from Charles Graff, a friend of the Order. THE CONDUCTOR is full of rich, newsy reading matter, and we implore our members to assist in keeping it so. The latter never gets *full*, and the two look elegant "dressed in their best suit of clothes."

Our meetings are well attended of late, and the members seem to have started the new year with renewed vigor, and we hope they will so continue for their efforts will surely be rewarded.

At our last meeting we had the Sams Car Coupler on exhibition in our Division room, for the information and amusement of our members. The coupler has already been described; is in use on ten of our leading railway systems, and is giving universal satisfaction. As this is a Colorado production, we want to see it get to the front. Mr. Sweet will exhibit this patent at the Grand Division at Atlanta, Ga.

Brother Austin Sadd, one of our old members, who has been farming for the past two or three years, has given up that vocation, and is in search of his first love—a job on the cars—in southern California.

Brother B. F. Baldwin, we are sorry to note, has been unable to follow his car for several months on account of stomach trouble.

Brother Conboy is the father of a bran new baby girl. We wondered why Frank was laying in such a supply of "spuds."

The ground floor has fallen out of the railroad business entirely in Colorado, as is the case in nearly every other industry, and we would advise any class of railroad men looking for employment to steer clear of this country. If they have started this way, we would say, "back up." The outlook was quite bright in the early part of the winter, but that brightness has faded very rapidly, both in freight and passenger traffic. The winter has been very open, and the coal trade is nothing compared to what it generally is.

Division 44 gave their annual ball on January 31, at the St. James Hotel. It proved to be the success we had hoped for. About ninety couples participated, and Mr. Clark, proprietor, said it was the finest ball ever given in the house, which speaks well for us, as there have been some very fine hops at the St. James. Willing hands from the Ladies' Auxiliary lent us valuable aid, which we shall ever remember. The gentler sex rather predominated, so it kept the boys "drilling" to their hearts' content. Many beautiful costumes were exhibited by the ladies, and the gents were not to be sneezed at. We would like to go into details, but can't. There were a number from outside towns mingled with the throng, including some relatives of Brother Jack Weir from Pueblo; Mrs. Otis Shinn, from Colorado Springs, and a number of others. It was our misfortune to be absent, by the boss's request. We think when the expenses are paid the Division will have bagged quite a nice little sum. We feel under lasting obligations to the proprietor of the St. James for the hospitable manner in which he threw his doors open and said, "The house is yours." He is very popular among all orders.

Our membership has been gradually on the in-

crease, and we are laying for several members running into Denver to transfer to this Division.

We expect our Grand Senior Conductor, at our next meeting, to give us some new pointers, and encouragement. We have no "latch-string," but the door isn't locked. Yours Fraternally,

"HOT TAMALE."

ATLANTA, GA.

Editor Railway Conductor:

At our annual election of officers in December we were favored with the presence of our G. C. C.

We elected a corps of officers, all of which have the good of the Order at heart. They have all been installed, and the work of the new year started with the following resolution, offered by our late and efficient correspondent, Mike Mehan:

Resolved, That we now elect a new correspondent, and require of him a letter once a month to THE RAILWAY CONDUCTOR.

The penalty of a failure to write is a fine of \$100.

I have almost subjected myself to the penalty, for I am thirty days behind time, but if you will help me as a delayed train is sometimes helped, I will, with my federated engineer, fireman, trainmen and switchman, pull in on time at the end of the year, with an unbroken train-load of good things for all the conductors, their wives and their children.

First, I call the attention of the readers of THE RAILWAY CONDUCTOR to the good legislative prospects in Washington, and the attention given to it by our G. C. C. and the leaders of other labor orders.

The prospects of the arbitration bill are daily growing brighter.

I, as chairman of the Legislative Committee of Division 180, have written to Senators Gordon and Walsh, and Representative Livingstone, of Georgia, and have received answers which were favorable. If all will likewise write to their representatives I think much good will be accomplished.

Second, I desire to call attention to the decision of Judge Gaynor in the mandamus proceedings in Brooklyn, in defining the relations between corporations and the public, its operatives and stockholders.

If that decision was the standard and ruling decision of the Federal bench, the prevailing criterion of the State bench, I, as an organized labor advocate, would feel safe in promising the United States government, each State government, the corporate railroads, express companies, transportation companies, mining companies, manufacturing companies, the commercial interests, the

social, religious, fraternal and domestic interests, that there would never be another strike on the American continent, all of the above having been shivered, disturbed, agitated, distressed, demoralized and damaged within the last twelve months, all on account of the two great armies, drawn up in line of battle, facing each other—Labor on one side and Capital on the other—Labor with her vast numbers, and Capital with her vaults and storehouses. Judge Gaynor, with his well-drawn treatise defining the rights of both sides, if acceptable, will return the regulars to camp, disband the militia, send Pinkerton's hirelings to the farm and workshop, distribute the earnings of labor justly, make bright the lights in the gilded palace, take comforts to the professor and prelate, warm up the houses of the poor, lay bread on the tables for the hungry, then we shall be able to sing: "Peace on earth and good will to man."

Third, we are preparing for your coming in May to the Grand Division, and to give you a good time in this our land of sunshine, fruits and flowers. Our committee will prepare a good program and do all in their power to make you happy while here. Yours in P. F.,

D. M. VINING.

CHICAGO, ILL.

Editor Railway Conductor:

"See yonder poor, o'erlaboured wight,
So abject, mean, and vile;
Who begs a brother of the earth
To give him leave to toil;
And see his lordly fellow worm
The poor petition spurn,
Unmindful, though a weeping wife
And helpless children mourn."

That's dear old Bobby Burns—bless his old heart. Thirty-six years old in his second century and still a beautiful boy. The lives of some of God's creatures are so short that our minutes are to them as years. Fifteen minutes after birth they are fully equipped for their short struggle of life and ready to reproduce their kind. There are others to whom our allotted four score years and ten are but sufficient to perfect their maturity. When strong men will have ceased to prey upon the weaker of their kind; when the weak will have secured their right to live, then will Bobby Burns begin to count his years.

The state inspector of factories for Illinois is a woman, who, in utter disregard of the ethics of such political "snaps," recently reported to the governor that a glass factory at Alton employed several hundred boys younger than 14 years, at an average wage of 40 cents a day. The factory

management having been unable to fix the inspector, sent a committee composed of three members of the state legislature, a local editor, the mayor of the town and a superintendent of the glass works, to plead with the governor for his permission to ignore the law which forbids such employment of children; as if the governor were the source of the law; as if his duty were not to enforce the law as strictly and as sternly against the wishes of glass factory managers as against glass factory strikers. They pictured the destitution which compelled many families to exist upon the earnings of these 40-cent boys, and asserted their inability to pay wages suitable for men, because of the competition of other glass concerns. The governor, however, gave them a limited time in which to discharge the boys, after which time he promises to enforce the law.

The same inspector reports a similar employment of very young boys in the coal mines of an Illinois corporation notorious for the cruelty and frequency of its strikes and lockouts. Its American workmen, with whom the company began operations a few years ago, brought their families and bought property of the corporation to make their homes. But their homes were not yet paid for when they were driven off by the state militia to make room for Europeans, to whom the wages offered seemed sufficient, until they learned the intermittent character of their work, and the company's method of recovering nearly all they paid out, through their truck stores, rent, and mortgages on the holdings of the deluded creatures who hoped to make a home. After months of war, fiercer and bloodier than some of the wars of history, war in which these men fought against the authority of the federal government and the state of Illinois, they, too, were driven off, and a new class—negroes from the south—are in their places. Next summer, or sooner, this corporation will again need military enforcement of the law, and it will continue to use the destitution it has created to excuse its own contempt of law.

Society complains that the ignorance of its lower classes accounts for their inclination to violent strikes, and is a standing menace to our free institutions. It was on that assumption—the assumption that the good of society requires the education of its members—that the compulsory education law and the law to prohibit child labor were enacted. It seems to me that in this government of grab, if a law is made in the interest of society generally, and the effect of the law is clearly and undeniably good for society generally, it would pay society to look after the enforcement of it. The laws that secure the good of any considerable number of American citizens, other than

bankers, politicians and corporations, are too few and too hard to get to be lightly given up.

But what about the boys whose families depend upon their 40 cents a day? They don't work in glass factories and coal mines for their health. They know they would be healthier and happier at school—not night school. There are not many boys of the kind who have to work so young, in these days of imitation food, who are physically or mentally capable of lifting themselves out of the wretchedness of their surroundings by means of the "midnight candle." And it is not the fault of the boys if they do not. What about these boys? It is not asserted of them as it was of their fathers by the law and order loving newspapers and preachers, that their wages went for beer. Society cannot justly tell them, as it did their fathers, to chew the can in which they carried their beer. They must be hungry as soon as they quit work, if not before. Can they go to school? They can go to starvation and crime; they can go to hell, and their fathers with them, and we and our kind can sooner or later follow them.

The American miners were not displaced because they spent their wages for beer. If they had saved their wages they would the sooner have been reduced. They were displaced because the Europeans, while yet in Europe, thought they could live on the wages offered; and when they learned their mistake they were on some other man's property, with no place else to go; and there were bayonets there to push them off. If it were not so clearly true that our wages, our position in society, our means of earning a living as railroad trainmen, must soon succumb to the force of the ever-increasing horde of hungry pleaders for permission to work; if we could be assured of our wages and of our positions, it would be none the less our duty as a part of this government to disarm them of their hunger, to give them hope for desperation.

The factory inspector reports further that "302 boys and 18 girls are employed at eight establishments at the (Chicago) Stock Yards. Some of these children stand ankle deep in water used for flooding the floors for the purpose of carrying off blood and refuse into the drains. They breathe air so sickening that a man unaccustomed to it can stay in the place but a few moments, and their work is the most brutalizing that can be devised. Other boys cut bones with a buzz-saw placed within fifty feet of the drying rack, where skulls and horns are scorching over a flame, and the smell of the smoking bones, rags and hides, excels in horror all the smells for which the Stock Yards are notorious. Here, in a dark, foul passage, young boys work at a machine of a most danger-

ous character—an unguarded buzz-saw. No criminal in the United States could be punished by an hour's imprisonment in such a place without a horrid protest ringing through the land."

Thus do especially privileged monopolists-philanthropists accumulate money to buy and to frustrate legislation. Thus do they make the money to found schools and colleges, the acceptance of which by the public in the name of Charity is a wanton insult to that loveliest of the graces—schools and colleges wherein is taught that peculiar brand of political economy that bids the people to be abjectly grateful for the crumbs left over from the feast that they themselves prepared.

Capitalists do not invent buzz-saws or any other machines. They buy the invention for little or nothing, and secure from the government the monopoly of making and of using them. When one of us invents a machine that will do the work of ten men, ten of us are told to step aside; there is no further use for them. When we shall have made machines to do all our work, where shall we go? Are we created for the sole purpose of filling the bellies, and over-filling them, of these mis-called philanthropists? Should not our own bellies count as a factor in the problem of production and consumption? Is there an over-production of wealth while millions of us are half clad and half fed? Shall we stop work when the rich have got enough, and thank them for their occasional bowl of soup? Every man is born with the right to work. If he makes a machine to help him in his work he has the right to profit by that help, just as you save the time and work of lugging a jack from the caboose when you can construct a better machine to lift your hot-box by using a tie or two within your reach. But what's the use of knowing our rights if we make no effort to secure them. Since there is nothing left of our old strike method but the privilege of quitting when our job doesn't suit us, we need our organization all the more. We need all the more to come together, to work together and with other workmen.

Yours truly in P. F.,

S.

DAYTON, OHIO.

Editor Railway Conductor:

Miami Valley Division is still alive and doing business at the same old stand. Our meetings are all interesting and well attended the one held on Sunday, December 2, last, being especially spirited from the fact that election was the special order for the day. The following were chosen to serve us during the coming year: G. E. Robinson, C. C.; S. E. Herkins, A. C. C.; P. J. Sweeney, S. and T.; J. J. White, S. C.; C. Hur-

less, J. C.; M. A. Dillon, I. S.; A. J. Weaver, O. S.; G. E. Robinson, Delegate; J. J. White, Alternate.

Under this board of officers we hope to make the present year the banner one for 320. Some good work has already been done, and we hope to have more in the near future. While our numbers are not very great and there is but little material here from which to draw, we are trying to accomplish good for the Order. When the Grand Division meets we will be represented, and will then report upon what we are doing. The boys are all very busy just now hauling "black diamonds," and making lots of time. Wishing you all a happy and prosperous year, I am

Yours in P. F.,

G. E. ROBINSON.

TOLEDO, OHIO.

Editor Railway Conductor:

Toledo Division, No. 26, was delightfully entertained on the evening of January 19, by Banner Division, No. 6, L. A., it being the occasion of a public installation of the officers of that body. I am sorry to be obliged to chronicle some of the misdemeanors of three or four of our Brothers, but it can't be helped, and I shall give the names of the offenders. Brothers Loop, Purrett and Kline contended that they had been invited there to install the ladies, and they proposed to at once perform their duties. In vain did they endeavor to call the meeting to order, and for a time pandemonium reigned; but at last they were conquered and made prisoners by the ladies, and were seated on the rostrum with their hands tied and a spiral spring clothes pin on their noses, until after the services were concluded. The writer, however, was presented with the badge of the Division for good behavior, but through the treachery of the aforesaid culprits, who made certain charges and swore to them, he was divested of the badge and sentenced to stand on a high stool behind the piano, where his only amusement was throwing paper wads at the pianist during the silent drill of the team. Speaking of this silent drill, it was very prettily executed, and the ladies deserve a great deal of credit for their proficiency. After the drill the Grand President of the L. A. proceeded to the installation of officers for the ensuing year, viz: President, Mrs. M. A. Loop; Vice President, Mrs. John Talty; Secretary and Treasurer, Mrs. Jerry Powers; Senior Sister, Mrs. George McWilliams; Junior Sister, Mrs. G. R. Updyke; Guard, Mrs. E. W. Fitch; Delegate, Mrs. James McMillen; Executive Committee, Mrs. H. O. Wright; Correspondent, Mrs. F. B. Rockwood.

After the installation was over we were invited to the banquet hall. No one that was present will ever forget the speech of Brother Purrett. Tears flowed down the cheeks of the sternest. Brother Purrett said "that he would give seven dollars if he could make a speech," and before he had finished he would willingly have given twice that amount if he hadn't. Sister Moore addressed the gathering in her usual thoughtful way. Bros. Nolton, McMillen and Loop also gave us good advice, after which we returned to the Division room, where, with Sister Gage as pianist, we enjoyed a few square dances. Say, Brothers, you that belong to Divisions that have no Auxiliary, stir yourselves, get your wives interested and organize one; help them get started, encourage them; you never will regret it, and in the end your Auxiliary will be the means of binding your own Division together with the bonds of brotherly love stronger than ever.

I read in the January issue of *THE CONDUCTOR* the comments of Brother Auditor on the question of disability claims, and I agree with him that there must be a law or a line drawn to show exactly how far the insurance committee may go in granting disability claims. Yet I firmly believe that there are a number of claims that should be paid. I believe we have the best Order and the best insurance for railroad men in existence. Still I would like to have it improved if possible. That was the cause of my suggestions in the December number in regard to some kind of an endowment plan. Brother Auditor, however, is opposed to that, inasmuch as the insurance department would be owing the insured at the end of twenty years \$2,100, they having \$900 paid back to the insured in installments of \$300 each. He says it could not be done. Well, suppose at the end of twenty years the Brother dies, where does the money come from then? Suppose a Brother takes out a policy for \$3,000, and at the end of one year dies. He has paid in, we will say, \$45.00. The company pays him \$2,955. Where does the money come from? Why, from assessments, of course. Does Brother Auditor suppose that there are going to be no new members? That we are all going to draw out this \$300 at once, and then leave the company busted? Don't he know that members would stick to their insurance better if they knew that if they lived they would have some little benefit from it, or if they died, their beneficiaries would? When I first became a member of the benefit department I was insured for \$2,000. In a few years the department voluntarily made me a present of \$500, without any extra charge at all. In a few years more they again advanced the amount, \$500 more, making in all \$3,000.

Now, I am for the Benefit Department through thick and thin, first, last, and all the time, and I care not whether it is my plan or somebody's else plan that will in any way add to the betterment of the department and the beneficiaries. I am glad Brother Auditor thought enough of it to even notice it, and I hope it will call out more comments. Let us hear from all the Brothers; get their views; it won't do any hurt to talk it over, and when the Grand Division meets in Atlanta be all ready to act. Go to work and make the O. R. C. the very best fraternal organization in existence. If you see a red block, stop until you see a white one; or if you see a green block you may pass it, but go very slow. Hoping that safety signals may predominate on our line, I remain

Yours in P. F.

TOLEDO.

CHICAGO, ILL.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employees acknowledges with thanks the following donations for the month of January, 1895:

O. R. C.		O. R. C.	
Division 7	\$ 12 00	Division 169	1 00
Division 9	5 38	Division 173	\$ 12 00
Division 12	6 00	Division 190	7 00
Division 22	3 00	Division 193	3 00
Division 37	12 00	Division 222	5 00
Division 44	5 00	Division 225	5 00
Division 49	12 00	Division 241	7 00
Division 50	12 00	Division 252	12 00
Division 65	1 00	Division 271	6 00
Division 68	12 00	Division 276	6 00
Division 76	12 00	Division 281	13 00
Division 87	3 00	Division 307	12 00
Division 91	12 00	Division 313	12 00
Division 109	1 00	Division 327	3 75
Division 115	12 00	Division 330	1 00
Division 117	12 00	Division 349	12 00
Division 164	12 00	Division 357	15 00
Division 166	12 00	Division 364	12 00
Division 168	12 00		
Total			\$313 13
B. R. T. Lodges	\$252 50		
B. L. E. Divisions	125 40		
B. L. F. Lodges	12 00		
Ladies' Auxiliary to O. R. C.	1 25		
Ladies' Auxiliary to B. R. T.	6 35		
Ladies' Auxiliary to B. L. E.	4 25		
A Friend	1 00		
Grand total	\$715 88		

Fraternally,

F. M. INGALLS,
Secretary.

AGUAS CALIENTE, MEXICO.

Editor Railway Conductor:

In all the years I have been reading THE CON-

DUCTOR I do not remember of but two communications from the land of the cactus and the horned toad, the two letters being from stragglers, like myself, from the states.

I am, at this writing, in the hospital, and when working, am employed on the Mexico division of the Mexican Central as ordinary conductor. We have about forty-five conductors on this division and its branches, and I think forty-three are Order men. But few others are employed south of Calera, but north of Calera is another road, being nick-named "Ferro Corril Comfort." Although supposed to be a part of the Mexican Central system, it is operated altogether differently.

We are railroading now under a system, since the retirement of the great mogul, E. H. Whorf. Our genial president, Mr. A. A. Robinson, is ably assisted by Mr. H. R. Nickerson, general manager, (both from the Santa Fe) and both are fine men to work for; gentlemen themselves and treating and respecting employes as such. We now have a very fine lot of officials: Mr. E. E. Styner, superintendent Mexico division, assisted by Messrs. J. H. Feehan and F. J. Lockie as trainmasters. Mr. R. M. Thomas was promoted to superintendent of Tampico division, and is assisted by J. J. Clark, trainmaster.

Business is very good now, and we are allowed to make all the time our car makes. During the Whorf rule, after we got a schedule of pay from a monthly salary of 135 Mexican dollars to a kilometer basis, trainmasters had strict instructions not to allow any conductor to exceed \$148 per month, and when this limit was reached pull him off, and at that time it was just the same as asking for a time-check to exceed thirty kilometers (eighteen and three-fourths miles) per hour. Now we are allowed to make sixty to seventy kilometers per hour, and have no more accidents, make more money, and find it more pleasant and easier.

We are having a series of Raymond and Whitcomb excursions to this country, coming at intervals of about nine days. The first for this season came from St. Louis, and was composed of a jolly, generous, good natured crowd, who made many friends in this country. Notwithstanding the fact they were delayed and were not given their allotted time to visit along the route, they took it all in good part. But, oh! how different it would have been with a lot from Boston. I do think (and feel satisfied I voice the sentiments of nine-tenths of the Americans and 99-100 of the natives) that Boston can turn out more kickers to the square yard than any city, town or hamlet in the United States. I do not say that all Boston people are kickers, but those who travel put on their kicking clothes, wind up their kicking

TRURO, N. S.

machine to the last notch and keep the key handy, for this same machine has to be wound up every twenty-four hours.

Two Brothers are holding a series of debates here as to which is the worst, to run by a red flag for orders, or to pass a "do not" station. One Brother got ninety days for running by a red flag, another got fired for running by a "do not." Both had Mexican engineers, and, of course, are held almost wholly responsible for everything.

We are to have a new card and standard rules. Some think they cannot make a success of standard rules in this country, but I am glad to see them coming out.

I see an account, in a Texas paper, of the killing of a tough by Brother William Usher, of Division 256. The amount of bond he is placed under (viz. \$1,500) shows the killing justifiable; still, this does not always signify that a person can get out of a scrape of this kind at small trouble and expense, and I do hope Division 256 will extend every effort and the treasure of Division 256 to get him out of the trouble.

I am glad to see the ladies (God bless them) take such an interest in our welfare, and may the Ladies' Auxiliary flourish and increase in number until we have a Ladies' Auxiliary for each Division of the O. R. C. Any conductor who will deprive his wife, mother, sister, or sweetheart from joining the Ladies' Auxiliary is a scoundrel. Oh! you selfish rascals, relent, choke yourself off from a few cigars and drinks each day and give the money to those dear ones and tell them to go and join the Ladies' Auxiliary at once, and see how much happiness and pleasure you will derive from it.

I would like to inquire if all the talk and interest regarding the abolishment of seniority a year ago has died a natural death. We abolished seniority on the Katy, and I believe, if the thing had been carried assiduously on, it could have been done, as well, on all other roads, but it seems everybody got scared about this time, when it was assuming formidable shape, and let the matter drop entirely. Don't give it up boys, "keep 'er goin'."

Kind editor, this, I must acknowledge, is quite a lengthy letter, but you will agree with me that they do not come very often from across the Rio Grande. So, if it is too lengthy for a single, run it out in sections, and if I see the first section out O. K., I will know that some Mexican mail clerk has not confiscated the letter for the sake of the fifteen cents postage stamps, which they are not averse to doing.

With best wishes for prosperity to all Divisions of the O. R. C. and Ladies' Auxiliaries, "Tambien," I remain Yours in P. F.,

J. E. W.

Editor Railway Conductor:

As the old year closes and we enter upon the duties of the new year, it seems appropriate, through the columns of THE CONDUCTOR, to refer briefly to our Dominion, and in doing so am pleased to be in a position to inform your readers that Howe Division No. 203, Truro, N. S., can boast of a very prosperous year. I might also be permitted to add, according to financial men and writers, both in the United States and Great Britain, that Canada has had a fairly prosperous year. While other countries have felt the touch of depression, Canada has felt it less than any other. Reports from our province are very encouraging, and, last but not least, our beautiful town of Truro is generally admitted to be in a healthy financial condition, and I have no doubt this aided very materially to our success as a Division, and as a result we feel proud.

In your section you may not be blessed with a class of individuals styled critics, but, Sir, we "blue-noses" down by the sea are, and we have to be guarded, as the majority of our conductors are married, and some of our wives might be entitled to this distinction; but they should remember, in doing so, that "a friendly eye is slow to see small faults."

At a recent meeting of our Division, which was largely attended, the treasurer's report was submitted, and it showed the Division to be in a good financial condition, and to have made quite a gain in the membership during the last year.

The following officers were installed: Brother A. B. Vance, C. C. The members have entire confidence in him, and his qualifications, together with the assistance of his able associates, promise a prosperous term. The next in order is Brother W. J. Dickson as A. C. C. Passing out of the C. C. chair, and with his experience and willingness to serve in any office, he is a valuable member. The office of S. and T. is ably filled by our Brother, Wm. McClafferty (better known as "Doc."). S. C., our popular and energetic brother, J. J. Daly, to whom much of the financial success of the past year is due. Brother George W. Hopper, Jr. C.; J. L. Chisholm, I. S.; F. Brown, O. S.; trustees, J. J. Daly, T. A. Davidson and W. J. Dickson.

By the way, I might say a word concerning our good-looking I. S., who, if the reports be true, may visit your section of country some time soon. Should you happen to meet our Brother, please use him well. He may be accompanied by "the dear thing."

I must not pass without noticing our bazaar and fancy fair, for the purpose of raising funds with

which to furnish a hall for brotherhood purposes, which took place December 13, 14 and 15. We appealed to our friends and the public generally for assistance in our undertaking, and they responded nobly. They all turned out, from grandfather to little Johnny, and our undertaking proved highly successful and netted a handsome sum. Those who patronized the bazaar were delighted with it, and we have since received very pleasing acknowledgements from them.

Before the year closes we hope to have a modern Division hall, second to none in the Dominion.

We received hearty support from our railway friends. Superintendent J. E. Price kindly consented to open the bazaar, and did so in his usual pleasing, bright and genial manner. We also had the valuable assistance of our train dispatchers, who, by the way, are hard to beat on the I. C. K. We had the support of the most popular engineers, firemen, brakemen, trackmen, etc., and altogether the support given us was practically unanimous. May this spirit always prevail in our midst.

The Division desire to place on record their high appreciation of the kind treatment received from the daily and weekly newspapers, whose valuable assistance materially aided in our success.

We do not want to forget the members of the Ladies' Auxiliary, who rendered valuable assistance, and without whom the bazaar would not have been complete.

We all should feel gratified, not only for the prosperity of our Division, but also that of our Dominion, and may we hope for a prosperous year for the people of this country, which Providence has blessed more than any other on the globe. We join in the old yet new greeting, a happy new year to all.

ROUNDER.

STEVENS POINT, WIS.

Editor Railway Conductor:

The hall of Stevens Point Division, No. 211, O. R. C., was the scene of a most enjoyable social event on the evening of Jan. 1, '95. The occasion was the installation of officers, and a reception to the friends of the conductors—and they are many, as proven by the number present. Retiring C. C. Murray stated the purpose of the gathering, and welcomed the 125 guests in a few well-chosen words. After the installation ceremonies, C. C. Bowen invited those present to remain, and announced that refreshments were on the way. During the interval which followed, some choice music was rendered by the Mandolin Club, and those who wished indulged in cards, while others renewed old acquaintances or formed new ones. Then a dainty lunch, consisting of

brown bread, ham sandwiches, olives, pickles, coffee, cake and ice cream was served by the wives of the members of Division 211.

It is to be regretted that reunions of this kind do not occur oftener, as those present expressed appreciation of the effort of the conductors and their wives for the entertainment of their guests, and as most of our conductors are busy men and have little time for meeting their friends, when they do take a little time for recreation and pleasure, they seem to get a full measure of enjoyment from it. The affair was informal, and the company broke up about midnight.

That the conductors may have a happy new year is the wish of

"AN OBSERVER."

MARTINSBURG, W. VA.

Editor Railway Conductor:

It may be that a few words from Division 223 will be found of interest by the readers of THE CONDUCTOR, as we have not occupied much of your time and attention in the past. We were organized Nov. 5, 1894, with forty members in good standing. That membership, we feel confident, is made up of as good material as any Division was ever blessed with in the start, and we challenge comparison for attendance and for sociability in and out of the Division room. Our holiday celebration consisted of a bazaar, lasting through the week, and closing with a ball, which proved one of the best managed and most enjoyable ever given in this city. The Brothers and their wives must have enjoyed every moment of it, as they are still telling of the pleasures there experienced. Messrs. J. D. Reister and J. T. Martin, assistant trainmasters, were with us one evening, and seemed to have a very pleasant time. Great praise is due the members of the committee having the affair in charge. It would be difficult to find a similar number of ladies and gentlemen more thoroughly qualified for such work. This is especially true of the president, vice president and secretary of the ladies department, and, in fact, of all the ladies, as they contributed very largely to the success of both ball and banquet.

With the warmest greetings of the new year to all the O. R. C. and Grand Officers, I remain

Yours in P. F.,

E. E. ENTLER.

RICHMOND, IND.

Editor Railway Conductor:

At the last regular meeting of Logansport Division, 110, the following Brothers were chosen to fill the several chairs for the ensuing year: George Felker, C. C.; John Hunter, A. C. C.; H. S.

Coates, S.; Joe Kinney, T.; W. H. Hayes, S. C.; J. H. Parish, J. C.; James Finn, I. S.; G. G. Ramsey, O. S.; J. W. Finrock, Correspondent. I was not present when these offices were filled; had I been, some other would have had the honor conferred upon me. All of the offices are now filled by freight men, who are the hustlers, after all. There should be no feeling of jealousy between freight and passenger men. The Brothers chosen are all bright, steady, temperate men, and will exert themselves to prevent any backward step. They will work hard to get all members into the insurance department, and if any are violating the rules of our Order, neglecting their duty to the company, or their families, they will call them to an account before it is too late.

A grievance presented that is wholly on the side of the employe and the corporation's interests not considered, places all orders in a bad light and in bad repute with the officials, while detracting from the sum total of good possible to accomplish. We might as well realize that we cannot have *pie* all the time. Look back ten or fifteen years. What were the conditions then, compared with what we have today? Rattletrap engines, dilapidated freight cars, a thousand and one different kinds of drawbars; track that it was almost impossible to get over the road without a derailment; stealing fence rails to fire the locomotives; line cars made into cabooses; every freight a local train, from twelve to forty-eight hours getting over the road; suspended or discharged for trying to make over ten to fifteen miles per hour; running rules that kept a man flagging half the time. What is the picture now? Best of locomotives; best of cars; uniform drawheads, most of them self-couplers; air brakes; heavy steel rails; fine cabin cars; fast trains; over time; called in a reasonable time to take your run, and other advantages that I cannot now name. I have in mind a case where employes demanded time for cutting off their engines and going two or three hundred yards for water, on account of difficulty in starting a heavy train from the water tank. How utterly unreasonable such a demand is.

This brings to mind the late strike. How near we came to having serious trouble by allowing our sympathies to get away with our better judgment. If we had a grievance, I was not aware of it. I asked others if they knew of any, and could hear of none. What encouragement would there be to the officials of the Lake Shore road to do everything possible and reasonable for their men if they were to strike because some officer on the Southern Pacific mistreated his employes? Did it ever occur to some of our Brothers that the most of the men who left their places in the Pullman

works were foreigners who came here and took our places at a reduced rate, and, as soon as they became partially Americanized, struck for an increase or declining a reduction; then asked those whom they turned down to stand by them. I was told that some of the men, the loudest in their demands for us to strike, were ex-railroaders waiting for our jobs. I found a one-armed switchman, and a good man, too, doing all he could to bring about a strike. He was swinging his armless sleeve and said he was doing this for the next generation. How very foolish was this when it is known that all roads find it difficult to find employment for the unfortunate fellows, and that no road will employ a man crippled on another road.

Supply and demand will regulate labor much the same as any other commodity, and so long as there are two men for every position, strikes will be a failure. Free immigration flooding this country with labor and laws restricting the markets of the products of this labor, will never work. Our industries urging laws to keep out foreign competition, and at the same time, these same industries advertising in all foreign countries to rush their people here to come in competition with the hands that work these plants, is not just and honest. Did you ever see a placard over the door of any protected industry that none but Americans or naturalized foreigners will be employed?

If we are to enjoy prosperity, labor and capital must go arm in arm and each work to the interest of the other, and our lawmakers legislate for the good of all. It will always be a losing game for these two important elements to lay awake nights framing a scheme to annihilate each other.

Unlock the secret doors of your hearts and see if you cannot agree, at least in part, with what I have said.

Yours in P. F.,

FIN

ATCHISON, KAS

Editor Railway Conductor:

On December 16 we elected and installed the following officers for 1895: J. W. White, C. C.; M. Drake, A. C. C.; H. Nesbit, S. and T.; Wm. Summers, S. C.; F. J. Logan, J. C.; Thomas Hayerty, I. S.; W. P. Utley, O. S.; W. J. Brownson, Delegate, and J. W. White, Alternate.

Business is not very good in this section just at present, and the prospects are not very flattering for its getting any better.

We gave our fifth annual ball on New Year's eve, and a more brilliant affair was never witnessed in Atchison. There were about 130 couples present to dance, and twenty-two numbers on the program, which kept the orchestra and dancers busy

until about 2:30 a. m. The grand march started at 9:15 p. m.; led by our Chief Conductor and Miss Nora Eberling. Brother Frank Eib, Chief Conductor of St. Joe Division, said it was "out of sight," not a balk all the way through. The committee on arrangements left nothing undone to make this ball excel anything ever given by our Division before.

We have a Brother on the Central Branch Division of the Missouri Pacific, between here and Downs, who is going to take unto himself a bride about the middle of February. She is one of Atchison's fairest daughters. We wish them many years of happy life. The Brother wanted us to say nothing about the affair, but nevertheless we will be on hand with our "hoss fiddle" and other instruments necessary to give them a first-class chivarari.

It might be well to ask our Past Chief for a letter through THE CONDUCTOR; in fact our present Chief might write a few lines once in a while, also. Yours truly, in P. F.,

ONE WHO ATTENDED THE BALL.

ST. THOMAS, ONT.

Editor Railway Conductor:

You have had no correspondence from this section for so long a time our friends must think we are dead. On the contrary we are among the favored few, for we have had two elections of officers for 1895, and if you had seen the enthusiasm that was displayed and the harmony that prevailed at both, you would have thought we were the liveliest set of Brothers in the land. Our C. C., Thomas Lowry, was elected to succeed himself. We know when we have something good, and we keep it. He is the right man in the right place. Brother Salem Smith bid his friends on the Glencoe Plug goodbye for a day to be with us. For his pains we elected him A. C. C., and we feel proud of him. Brother John Mackenzie has been S. and T. since 1890, and with one accord we re-elected him. Our S. C. is Brother Alex. Wiley. Brother Peter Stuart has volunteered to assist him, so that station is in the best of hands. Brother Wm. Ballard was elected J. C., and when installed he began to appropriate everything at his station. But Brother Pat Markham made a very vigorous protest against such actions, causing a great deal of mirth. Brother C. W. Vohey, I. S.; Brother Ham Huntley, O. S. He wants that office for what there is in it, for he says the Brothers will have to put up or they can't get in. Delegate, Brother J. Mackenzie; Alternate, Brother Henry Abbott. Our cipher correspondent is Brother T. C. Jones.

He says he wants to see his name in full-faced type in the directory. He came over from London to assist in the election, and he installed the officers-elect. Brother W. H. Ingram acted as teller, and it seemed like old times to see him around among us. Brother F. W. Kilgour gathered the ballots and lobbied for his favorite. Brothers M. S. Ryan, R. Tryfogel, W. Fiddler, Dawson and M. Lordan gave the Division advice in their well-timed remarks for its welfare. Brothers Tom Reynolds, Hutchison, Hastings, Mattock, and R. W. Smith were also on hand to see that everything went O. K. Others would have liked to have been there, but some must work, and business is not as good as it has been other winters in this section, though all our Brothers are working and doing well. With a cordial greeting to all, I remain, Yours in P. F.,

MACK.

DERRY STATION, PA

Editor Railway Conductor:

I cannot recollect of ever having seen anything in THE CONDUCTOR from Division 144. We are still alive and doing well, and hope to do better. We started with twenty members in good standing, January 1st, 1894, and now we have thirty-three members. On December 16th we held our election, and selected the following officers: M. R. Clark, C. C.; John Amend, A. C. C.; R. W. Smith, S. and T.; D. E. Gipson, S. C.; S. H. Cunningham, J. C.; Frank Akins, I. S.; G. B. Bryson, O. S.; Robert Kern, Delegate, and A. P. Shaffer, Alternate. Yours in P. F.,

R. W. S.

BIRMINGHAM, ALA.

Editor Railway Conductor:

As we have seen nothing in THE CONDUCTOR from this vicinity for a long time, we discussed the idea of having a corresponding secretary, or rather, a correspondent, and I was appointed. I will try to do my best.

On the 23d of December the following officers were installed: W. C. Rabb, C. C.; A. P. Connell, A. C. C.; George Lumpkin, S. and T.; J. A. Sisk, S. C.; Wade Hampton, J. C.; C. A. Hardwick, I. S.; G. R. Rutherford, O. S.

Our Division has been working under a cloud for the past year, but I am truly happy to say, has started on her regular schedule and is climbing the hill to prosperity once more. We trust before another year we will be in a more prosperous condition. We commenced the year by putting Brother D. J. Donaldson through on his first regular trip. We have others to work on who will

increase our number. Brother R. W. Arnold is our Delegate to the Grand Division, with Brother Geo. Lumpkin as Alternate. Trust the Brothers will take care of Brother Arnold, he is very timid.

Work on this division (the S. & N. A. and B. M. of the L. & N.) is flourishing. Two Brothers from Ohio visited us last meeting and gave us good talks. Yours in P. F.,

G. B. SANDLEY.

[186, we are glad of your prosperity and are with you. ED.]

ST LOUIS, MO.

Editor Railway Conductor:

If we did not accept we at least did not decline the position of Division Correspondent, so I suppose we are in duty bound to let THE CONDUCTOR and through it the Order generally know something about No. 3, the banner Division. At our meeting of January 27 we had one candidate for initiation and accepted two petitions for membership. By this you can see that we are not idle. In fact, as material becomes eligible we gather it in, and have done so until now, with perhaps one or two exceptions, there is not a Conductor running out of St. Louis who is not a member of the Order; provided, of course, he is eligible and acceptable. Of course, Division No. 3 does not claim them all as members, but our loss in that respect is some other Division's gain, and we are in a position to be liberal. Our first meeting of this year was held in our new hall, southwest corner of 17th and Market streets, one block from the Union Station. Any Brother who happens to be in St. Louis on the 2nd or 4th Sunday of the month, will find a cordial welcome if he will give us a call. Perhaps a word to our own members would not be out of place here. We elect our officers and say we have done well, that the Division is in good hands, etc., and, then, *perhaps* we pay our dues in advance and get a Division card. But is this our whole duty to the Order and the Division and the officers we have elected? A great many members of Division No. 3 seem to think so. They don't seem to realize that a full complement of officers, be they ever so zealous or efficient, do not constitute a Division, and cannot transact the business of the Division. No. It is our duty to support them in their efforts to improve the Division, and the most substantial support we can give them is in the matter of attendance. With our membership of 218 we should have an average attendance of 100, but if we have one-third of that number present we think we are lucky. We would call the attention of all members to the special notice on page 4 of our roster. There are

too many of them who never come to the Division except when they have a grievance to be acted upon. Turn out, Brothers, and make 1895 the banner year in the matter of attendance. We have several Brothers on the sick list at present, the most serious being Brother Kensing, who is at the Missouri Pacific hospital very low from the effects of blood poisoning. At our meeting to-day, February 10, we had as a visitor Brother J. H. Logan, of Division No. 269, who received injuries over a year ago which resulted in epilepsy, rendering him totally unable to perform any labor, as he is liable to be attacked by a fit at any moment. He applied for his insurance, but his claim was rejected, although he is in a worse condition than if he had lost a leg or an arm, for then he could have found some employment. In rejecting his claim the committee only carried out the laws, but it appears to me that there is something wrong with a law which condemns a member to starve or live on charity simply because he is injured in a manner which does not require a certain specified surgical operation to be performed. We earnestly hope the next convention will adopt some measure which will give the members of the Insurance Department "Insurance that insures."

Yours in P. F.,

ED. E. WILLIAMS.

CREWE, VA.

Editor Railway Conductor:

No doubt the readers of THE CONDUCTOR think it a little strange there has not been anything written concerning Crewe Division, No. 349, so if you will permit I will endeavor to inform them of the progress made since April 23d, 1893, at which time the Division was organized. The charter contained only fourteen names of members, who transferred from Division 205. Now we have a membership of forty, and a good attendance every meeting. When our Division was organized it owed \$60 to a member on charter, and a few weeks later the Grand Division was held in Toledo, to which we sent a delegate, and that was quite an expense. On December 20th, 1893, the secretary stated that there was almost enough money in the treasury to defray all expenses incurred by the Division to that date. In the year 1894 the local dues, Grand dues and initiation fees paid into the treasury amounted to four hundred dollars, and after paying all expenses up to the first of January, 1895, we had a nice surplus in the treasury. From the above you can see that the tender bud having put forth but a short time ago, now has grown to be a flower in full bloom, lifting its head with a great many of its sister Divisions which are twice its age.

Our officers at the last installation were: E.

Gee, C. C.; W. T. Wells, A. C. C.; A. W. Bethell, S. C.; W. H. Brightwell, J. C.; J. W. Harding, I. S.; J. T. Finch, O. S.; R. E. Dance, S. and T.

Yours in P. F., K.

RATON, N. M.

Editor Railway Conductor:

With the usual sign of a real Conductor, Division No. 372 greets her Sister Divisions; new in name and number, but not in material, for it is not probable that any other Division was ever organized under similar circumstances, or with so many old time conductors of the Order in sight. No Division ever started with such a field of "Trotters," nearly all having records of "a minute a mile" (on their trains); all having held membership in the Order from three to fifteen years.

Comparatively few have, as yet, sent for transfer cards, but we hope they will soon. If all will do their duty and lend a hand, no doubt Division No. 372 will become a good live Division.

With the officers-elect she starts well, with J. T. Bresnahan, C. C.; Henry Daniels, S. & T.; J. C. King, A. C. C.; W. R. Harbaugh, S. C.; A. Mobley, J. C.; W. N. King, I. S.; Thos. Foley, O. S.; C. M. Hatfield, Cipher Correspondent; J. J. Bresnahan, Delegate; J. C. King, Alternate; H. W. Gilbert, J. J. Bresnahan and C. M. Hatfield, Division Committee

Our Division was organized Sunday, January 13, eleven members coming in by transfer and five initiations. Brother Bresnahan organized us in fine parliamentary style, as he is well versed in Division work.

One has but to serve as an officer to learn just how discouraging it is to have poor, or no assistance. Divisions can be made entertaining and very beneficial to all, if we do our individual duty. One of the greatest drawbacks is non-attendance, each one thinking: "Oh! there'll be a quorum without me." Suspension for non-attendance is a good idea, and should be enforced to the letter.

Assuring you it is our intention to be "bridle wise" and a good working Division, also that we will be well represented at Atlanta, I am respectfully

Yours in P. F., "AZTEC."

FORT WILLIAM, ONT.

Editor Railway Conductor:

I am not so fortunate as many of your correspondents who have a ball or an excursion about which to write, but we have cold weather enough to balance the hard times. When the mercury drops to 55 degrees below zero, and we read of our Brothers in the warmer climates riding

through the orange groves, it makes our teeth water to be down among them. But, after all, when we come to compare matters, we find we have much to compensate us in our rugged and healthy constitutions. When we take a brisk walk and meet a Brother, we cannot but note the glow of health and, in most cases, also of happiness on his cheeks.

The Brothers of our Order here all work very harmoniously together, and one and all, in these hard times have got a fellow feeling for our common interests. Our running has dropped very low, but is only to be expected. Last fall we had twenty crews, and now we have but six. This, of course, means that many of our Brothers are out of employment, but, as we know, it is always "darkest before dawn," and that "all clouds have a silver lining," let us live in hope of the brighter day, and may we profit by our present experiences. Then, when the brighter days come, let us remember those around us who may perhaps be suffering from like privations.

Our Divisions along the C. P. R. lines are in good condition, and, we trust, will all be represented at our Grand Division meeting next May.

In conclusion, let me extend the best wishes of the members of Division No. 286 to our Brothers the world over.

Yours in P. F.,

"THE BIG FISH."

GRAFTON, W. VA.

Editor Railway Conductor:

Though the weather with us is very cold, everything connected with the Order here is in a flourishing condition. The roads in this section have a very fair traffic, though coal trade is dull.

Rumors are afloat that the B. & O. has bought the Monongahela River R'y and the W. V. & P. R'y. Some papers went so far as to state that the B. & O. would assume control on the first of the year; but the old companies are still operating the properties.

Hoping for warmer weather and for success to the Order, I am

Yours truly in P. F.,

W. R. RIGGS.

The Government, or Our Government—Which?

Editor Railway Conductor:

I have just laid down THE CONDUCTOR of January issue. To say I am greatly impressed with some of its utterances and especially with its editorials, is to express but a partial truth. The remarks upon the majority rule are to the point and should be deeply pondered by all. Thoughts started from those editorials furnish the inspira-

tion for this article, and again I want to ask, shall it be *the* government, or *our* government?

For some reason, almost strange, a great many people, and especially men in labor organizations, in speaking of our government, seem to speak of it as something foreign and outside of themselves and often berate and accuse it of great wrongs and oppressions.

Many of us have unconsciously adopted the ways and language of many of the immigrants to our shores from despotic governments, where the individual is entirely divorced from participation in, or responsibility for the government. This is not so here in America. The thought that here it is "*we the people*," should be ever present with us.

No man is worthy of the name or the rights of an American citizen who is not willing to rely upon and use our American methods for the redress of wrongs. I am aware that is a very comprehensive proposition, but it is only what you, Mr. Editor, have so ably and so aptly maintained in your editorial. Let us illustrate what we mean. How would it look if some one or two members of a large family, not satisfied entirely with the management of the family affairs, should run all around and make stump speeches wherever an audience could be had and hold up to ridicule the inside workings of their home? More still to the point. How would it look for members of the O. R. C., just because they did not get what they wanted, or because they thought some of the laws of the Order were not just as they should be, to be everlastingly howling about it to outsiders and berating all those who were, for the time being, charged with the responsibility of executing the law, and accusing them of being bribed and all this, that and the other? They should know, if they don't, that they, themselves, helped to make these laws, helped to put these officers into their responsible positions, and also know that if they can, by reasoning and fair showing, convince enough of the Brothers to think as they do, they can amend these laws and put other men into power to execute them, and know also that there is no other way to do this in any association where intelligent majority vote rules.

The influx of this anarchist element from nations where the bayonet and the sword rule has, to an alarming extent, poisoned the spirit of our Americanism in many a heart, unconsciously, let us charitably hope. No truer words were ever spoken by any man at the head of a great or small labor order, than yours: "He is no true friend of labor who argues that inasmuch as wrong has been done, wrong in return is justifiable." "Two

wrongs can never make a right." There is no place under *our* government for violence. The American heart—the real American people can yet be trusted. Education may be a slow process, but here where "*we the people*" are the rulers this is, this must be the road to all reforms and the redress of all wrongs. When we censure, condemn, and accuse the government of all we can lay our tongue to, let us remember we are condemning ourselves.

Let us ever keep it in mind that *we*, individually and collectively, are the rulers here, and more than that, that each one of us with a vote in his hands *rules* every man in office in this nation, from a constable to a president. Let us always keep it in mind that here no *one* rules over us. We submit to no *one*, but we do bow down to the will of the *majority*, and whomsoever that majority puts into positions, those persons are our *servants* and not our *rulers*. If those servants do not our bidding let us understand always that we, and only we, are to blame if they are not retired and others put in their places who will.

The intelligent labor vote of this nation can accomplish just what it will. This vote can be a mighty power for good, or it can be prostituted to as mighty a power for evil. I have no fear of the future. The intelligence of the rank and file of labor organizations will gradually weed out and set aside unworthy leaders. Those of anarchistic tendencies are being turned down.

The significant failure of certain orders simply illustrates a law old as time, viz.: "No stream can rise higher than its head." If self, self-interest, self-glory is in the heart of the leaders, the days of that order are numbered before it is born. Some of the labor element of America may be fooled now and then, but no man or set of men can fool *all* of them.

When all the labor journals of this land shall enter upon a campaign of education, as does THE CONDUCTOR, instead of this tirade against *our* government, instead of anarchistic efforts to befool our own best nest, our own government, as do some we might mention, instead of appealing to the worst and lowest passions in man, then may we, with large hope, look for the era we all so much long for, when, under *our* government, the rights of all men shall be recognized and defended.

Again, before this article becomes too long and wearisome, allow me to thank THE CONDUCTOR for the high stand taken for the year 1895. May its standard be emulated by all other journals that would do battle for the real interest of labor.

L. S. COFFIN,

Fort Dodge, Iowa.



It is difficult for a railway official to occupy a neutral position in the estimation of his employees. He is either respected and admired, or despised. If he shows any inclination to favor the men by being lenient in visiting punishment upon them for petty offenses, or exhibits a friendly regard for the employees and their organizations, there is a feeling akin to real affection springs up all along the line. On the other hand, if the characteristics of the official are the reverse, he has but few friends. —*Locomotive Firemen's Magazine.*

The purpose of *The Monthly Illustrator* to broaden its scope somewhat is indicated in the February number, where some of the most beautiful pictures are those of living flowers that have been reproduced with extreme fidelity. It is promised that these shall often be seen hereafter; and painters who are interested in flowers for their decorative possibilities, or for any other purpose, ought to bear this fact in mind. The "Lilies" and the "Flowers Narcissus" are those shown this month. Another evidence of this broadening outward is given by the extremely interesting article "Chimney Corners in Zuni," where a score of drawings of chimneys and fireplaces in that quaintest of pueblos accompany an intelligent article by Ernest Ingersoll.

"Well," said the superintendent to the applicant for a job as trainman, "I don't know as we want any freight brakemen or conductors, but by the great American eagle, we do want some new passenger conductors—did you ever run a passenger train?"

"Oh, yes."

"Well, now, confidentially, if I should give you a passenger train right off, what percentage of the cash receipts would you be willing to turn into the company?"

"Why, whatever is usual; what do the rest turn in?"

"Nothing—not a red cent."

"Well, if that's the rule on the road its perfectly satisfactory to me."—*Locomotive Engineering.*

Our readers who have artistic tastes will find *Sun and Shade* one of the best, all things considered, of the many art periodicals now published in this country. Its subjects are chosen with discrimination from the best such an art center as New York can afford, and are reproduced by the process of photogravure with a fidelity which leaves the copy but little short of the original. The president of the company is the inventor of another process known as "Chrome-Gelatine," by

which modern miracles in the way of reproducing color effects are worked. The price of this periodical brings it within the reach of all, and no one who wishes to keep fully abreast with the best work and thought of the modern art world can afford to be without it. Address the New York Photogravure Co., 137 West Twenty-third street, New York City.

It may safely be assumed that the "point of attack" is the engine and then the express car. Why, then, not separate them as much as possible by putting the express car the last in the train? Have alarm bells in each coach and sleeper, which can be rung by the express messenger when he is directed or requested, at this unusual time and place, to open the door of his car. In each coach and sleeper have, in a glass-front case, similar to those now in use for the axe and saw, two repeating shot guns, each magazine containing five buckshot cartridges, thus giving from six to twelve most effective weapons into the hands of the train crew and passengers. The alarm bells should be electric, though it is believed that the ordinary cord bell could be made to serve the purpose. When the messenger sounds his tocsin of war, there would soon be a sufficient force of brave men at the express car to give the robbers a warm welcome. Under such an arrangement in the make-up of a train, should the rear or express car be the sole point of attack, then the first step would be to cut this car loose from the train, and then loot it. The automatic air brake would give the alarm to the engineer, and he, in turn, to the coaches; or, better still, the concealed electric wire could be so arranged as to sound the alarm when the car parted from the train. Should the engine, as in the past, be the first point of attack, then the crew and passengers (armed) have the advantage of being between the forces of robbers, and, with every probability, can throw the greater number in the fight, and, Napoleon-like, repulse or defeat in detail.—*Lieutenant Knight, U. S. A., in North American Review for February.*

A curious feature of the Canadian political system is the lack of uniformity in the franchise. There are in fact three voters' lists, with different qualifications for each. One is for municipal elections, another for elections for the Provincial parliament and the third for elections for members of the Dominion parliament at Ottawa. A Provincial elector must earn \$300 a year or be a property holder, a householder, or a farmer's son. Women are excluded, although, as already shown, they have the right to vote in municipal elections.

The Dominion suffrage lists are made up by the officers of the general government and the elections are held under the supervision of that government. The qualifications of a Dominion elector are rather complex. He must own real property in a city of the value of at least \$300, or in a town of the value of \$200, or in a rural district of the value of \$150; or he must be the tenant of real property at a monthly rental of at least \$2 or at an annual rental of at least \$20; or he must be the *bona fide* occupant of property of a value such as is specified in the case of ownership; or he must be a farmer's son; or he must be able to show that he is in receipt of an income of at least \$300 in cash or its equivalent in board and money. A man may vote at a general election in all the election districts in which he is able to qualify; that is to say, he may vote in one district and take a train and go and vote in another. If in a city where there are a number of polling divisions, he may record his vote in one and walk to the next one in which he has qualified and record it again. This system is not much admired by the Manitoba people and there is at the present time an agitation to have it changed, the rallying cry of which is "one man, one vote."—*E. V. Smalley, in February Review of Reviews.*

"Nearer we approached, until the fish was nearly opposite, and about fifteen feet away, and then suddenly the guide straightened himself up, and raising the harpoon above his head, hurled it forward with practiced skill. For an instant all was still, then the huge fish leaped his full length into the air, and we could see that the iron had entered his side just back of the head. He came down with a tremendous splash, turned in a wild whirl of water, rushed head on like lightning at us and jumped clean over the boat! I was sitting in the bow and he passed over just in front of me. All that I saw was a silvery something going through the air like a cannon ball. To say that I dodged would be expressing it mildly. I never came so near falling over backward from a boat, and failed, in my life. I had seen fish jump over a boat before, but I never expected to be made a target for a fish weighing over two hundred pounds, and I never want to again. As he struck the water he went down out of sight, jerking the line out of the hands of the guide, and taking line and float with him. The boat seemed to be going over, but we heard a crash of a broken board and it righted. The line had caught in a crack in the end of one of the short, bottom boards, and had split the board about half way and then broken it in two."—*Fred J. Wells, Outing for February.*

The trouble with the industrial classes has always been that they have been exploited by the legal and capitalistic classes in politics, and until labor enters politics independent of all present party affiliations, capital, with its superior organization, standing always first and last for the interests of capital and nothing else, and buying all who are purchasable, can always afford to laugh at organized labor. The only remedy for labor must come from the hearty and intelligent and un-

divided support of leaders of breadth and intelligence in its own ranks. There can never be a more effective organization of labor for the procuring of great and permanent benefit while there exists so much dissension in the ranks of organized labor, and so many petty jealousies among the leaders. It would be well for labor men to ponder this. Capital does not knife its leaders to please some petty cabal. The reason why capital seduces so many who begin life as reformers is that capital is grateful for services rendered. Labor leaders who aspire to rise upon the ruin of their fellows, and labor leaders who betray the cause of labor for the approbation of capital, only play into the hands of capital, and eventually consummate not only their own ruin, but wreck the cause of labor.—*The Arena.*

There is not one gift made by Carnegie that has not been paid for by his workmen. From the coke ovens of Connellsville, the mills of Braddock, Homestead and Pittsburg, came the dollars that raised public buildings, endowed free libraries, raised magnificent temples of music, procured costly statuary and furnished free soup to the starving of last winter, but which were all given by the lavish hand of Carnegie. But he says he wants to do good, and we most fervently pray, "May his sickness long continue." If he means to do the same kind of good he has done in the past, good Lord deliver us from his ministrations. If he means to change, he might start in by making good the wages he has stolen from his employes in the past years; he can pay the thousands he has almost starved to death, for their privations; he can brighten the home of the widow whose husband met death in his service; he can take care of the widows and orphans of Homestead; he can make good the amount robbed from the government in the armor plate steal, he can pay his men decent wages; he can acknowledge himself the most consummate rascal unhung, and his reformation will only have started.—*Railroad Trainmen's Journal.*

□ The Japanese soldier is a very small man, the standard of height in their army being only four feet eleven and a half inches. The Chinese are a taller, broader shouldered and stronger race. It is, however, very commonly assumed that the Japanese are their superiors mentally, but I believe this to be a popular error. According to many admirable judges, ancient Chinese art has been superior to that of Japan in all ages. Philosophy and the sciences were formerly more cultivated and better understood in China than in Japan; but about two and a half centuries ago a great thick curtain of impenetrable obstruction was let down, as it were, in front of the stage on which the drama of Chinese national progress was being played. The only forward step of any great importance made since then by China was the creation of a modern fleet, but with this exception, not only has all progress in learning been checked, but in all else that constitutes national strength. China is weaker now than she was when the present dynasty seized the throne.—*Viscount Wolseley in The Cosmopolitan.*



Mutual Benefit Insurance—Aspect of Contract of Membership.

In entering into a contract of membership in a mutual insurance association it is lawful and usual for the association and the applicant to agree upon the terms and qualify the liability with whatever restrictions or conditions are satisfactory to them. If these conditions and provisions are not against the policy of the law they will be valid. There may be various qualifications of the liability on the part of the association, such as the prompt payment of assessments, the observance as to certain rules as to residence, habits, occupation, and may wholly exempt itself from liability if death result to a member from certain causes or occur under specific circumstances.

In ordinary life insurance, the application, medical examination, and other certificates, in connection with the policy, contain the entire agreement with the parties. With the obligations of fraternal or benefit societies and their members the case may be somewhat different. It is competent, within certain bounds and by mutual consent, for other conditions or terms to be added to the contract. As a rule, a member in becoming such, usually agrees to be bound by laws or rules subsequently enacted, as well as those in force at the time of his joining the society, and thus, in one sense, the contract is uncertain until the liability is determined by the death of the member. *Hellenberg vs. Dist. No. 1, I. O. O. B.*, 94 N. Y., 380.

It is often the case after joining a society the laws are changed, and it then becomes a question to what extent the original contract is thereby affected. As the laws of every benefit society enter into the contract between it and its members, whether it be stipulated or not in the certificate, it follows that, when the laws provide for their amendment or repeal and changes are made in the prescribed manner, the alterations are equally binding upon all the members because this is the express agreement of such members and no exception can be made. And even if the by-laws contain no provision, for amendment, under gen-

eral principles changes made with notice to all members and by consent of the majority would bind all.

Supreme Lodge, etc., vs. Knight, 117 Ind., 489; *Stoher vs. Association*, 82 Cal., 557.

Where the by-laws contain no provision for amendment a majority of the members may amend, and the others by their silence will be held to acquiesce.

Kehlenbeck vs. Ass'n, 10 Del., 447.

But in order to be valid amendments must be adopted at a legal meeting of the association.

Association vs. Windover, 137 Ill., 417.

Therefore, it is well for a membership of an association to understand that where members agree to obey and conform to subsequently enacted laws, as well as those existing at the time, or the by-laws contain provision for their alteration, any change regularly made and not unfair of itself will be valid and binding although it may seem to impair vested rights.

Poultry vs. Bachman, 31 Hun., 49; *Warehold vs. Association*, 83 Iowa, 23.

Assessments.

There is no subject of more vital importance to a well conducted association or its membership than the law governing assessments. *Assessments must be made in exact accordance with their laws.* Courts construe this rule strictly. The manner of calling assessments is usually set out in the constitution and by-laws, which also provide that if the member does not pay his assessments at the prescribed time, he forfeits all his rights as such member, or is suspended from those rights until such time as reinstated in accordance with the laws of the society. As penalties and forfeitures are not favored by courts, none can be established, except for a violation of the precise condition laid down. The member of a benefit society is both subject to liabilities and entitled to privileges. His rights may be subject to the control of the association, but still rest on the contract, founded in the constitution, rules and regulations of the society. The managers of such

association have no right to make an assessment on a different basis than that prescribed in its laws.

Underwood vs. Association, 66 Iowa, 132; *Bates vs. Association*, 51 Mich., 587; *Passenger Conductor's Ass'n vs. Birnbaum*, 116 Pa. St., 565; 11 Atl., R. 378.

Where an association relies upon the failure of any of its members to pay his assessment as a forfeiture of his membership, and benefits under its charter, it must show affirmatively that the assessment was made in the manner indicated, otherwise the member cannot be said to be default.

Ass'n vs. Helburn, 85 Ky., 1; *Shea vs. Ben. Ass'n*, 35 N. E. R., 855.

When the time of payment of assessments is of the essence of the contract of membership, no more important provision can be insisted upon or observed by an association. A membership contract conditioned to be void if stipulated assessments be not paid at the appointed time, is of the essence of the contract, and will be enforced if not waived by the association. Verbal agreements to extend the time of payment of assessments, in contradiction of prescribed rules, will not avail in case of default. *Combs vs. Ass'n*, 65 Me., 382. But if notice of the forfeiture is required by law in any state, it must be given by the association before the forfeiture is complete. A tender of payment after forfeiture will not restore one to membership.

Dial vs. Ass'n, 29 S. C., 560; *D'Orlee vs. Ass'n*, 46 Fed. R., 355.

When Punctual Payment of Assessments Will Not Be Excused.

An excuse for the payment of assessments, which is in the nature of a condition, precedent or subsequent, only exists when the company has prevented performance of such conditions or payment. But the mere failure of the association to perform some of its obligations of the contract, part only of the consideration, which breach may be paid for in damages, is not sufficient. Nor is an excuse that the association has violated its charter, or become insolvent, so as to render it unsafe for the member to pay further assessments, so long as the association continued in business in the ordinary way and was ready to receive assessments; nor that the association has in its hands an amount applicable as benefits belonging to the insured member; nor that the association has failed to place the receipts for the assessment in the hands of the local collector; nor the death of the local agent, to whom the assessments are payable, when the home office is easily accessible by

mail. (See 9 Daly, 489; 100 Pa. St., 172; 6 Mo App., 577, and 2 Woods, 664.)

It is no excuse for non-payment of assessment that at the time the payment was due and payable, the member was sick and delirious. This is not a case where performance is prevented by act of God, according to the Iowa supreme court. (68 Ia., 453.) If, in such case, it be an impossibility for the assured member, at the time required therein, to perform it, provision could have been made beforehand, to pay assessments through and by some other person. If a wife is ignorant of the existence of a certificate for her benefit and her husband dies while in default, such fact does not give her relief. Prudence and care on his part would have prompted him to prepare for the payment of the assessment upon the day it became due, and to inform his wife of the contract, and his obligation to perform it within the prescribed time. For the same reason, insanity is no excuse for non-payment of assessments. *Smith vs. Ass'n*, 11 W. N. C., 295; *Klein vs. Ass'n*, 104 U. S., 88; *Yeo vs. Ass'n*, 63 M'd, 86; *Howell vs. Ass'n*, 44 N. Y., 276; *Wheeler vs. Ass'n*, 82 N. Y., 543; *Hawshaw vs. Ass'n*, 29 Fed. R., 770, and *Thompson vs. Ass'n*, 104 U. S. 252.

Mileage Ticket—Mistake of Conductor—Ejection.

In an action upon a complaint wherein it appeared that plaintiff, as a commercial traveler, took passage upon defendant's road, and handed the conductor a mileage book and requested him to take out mileage from Louisville to Indianapolis. The conductor refused to accept the mileage book and ejected plaintiff at Jeffersonville. The petition averred suffering from nervous prostration at the time, and that the sense of humility rendered his condition unfit for work for several weeks. The company's answer admitted that the company's conductor made a mistake for which it was liable, but denied the liability for the amount of damages demanded. It charged plaintiff with a desire to speculate on the mistake of the conductor.

The evidence showed that the conductor was led to believe, from plaintiff's actions, that he was not the owner of the mileage book, and believed that there was dissimilarity in the signatures. The district passenger agent was on the train and appealed to, but the latter told the conductor that he would have to use his own judgment, and ejection followed. It was proven to be his mileage book. Judgment for \$1,250.

Buss vs. Pennsylvania R'y Co., U. S. Court (Ind.) Nov. 16, 1894.

MENTIONS

The following is a copy of a bill proposing arbitration as a means of settling differences between railways engaged in interstate traffic and their employees, as amended in accordance with suggestions of the representatives of railroad labor organizations, and reported favorably to the house by the committee on labor:

Be it enacted by the senate and house of representatives of the United States of America in congress assembled, That the provisions of this act shall apply to any common carrier or carriers and their officers, agents and employees, except seamen as defined in section forty-six hundred and twelve, revised statutes of the United States, engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water, when both are used under a common control, management, or arrangement, for a continuous carriage or shipment from one state or territory of the United States, or the District of Columbia, to any other state or territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States.

The term "railroad" as used in this act shall include all bridges or ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

The term "employees" as used in this act shall include all persons actually engaged in any capacity in train operation or car service of any description, and notwithstanding that the cars upon or in which they are employed may be held and operated by the carrier under lease or other contract. In every such case the carrier shall be responsible for the acts and defaults of such employees in the same manner and to the same extent as if said cars were owned by it and said employees directly employed by it, and any provisions to the contrary of any such lease or other contract shall be binding only as between the parties thereto and shall not affect the obligations of said carrier either to the public or to the private parties concerned.

The wages paid by carriers subject to this act for any service rendered or to be rendered in the transportation aforesaid, or in connection therewith, or for the receiving, delivering, storage, and handling of such property, and the rules and regulations governing such employees, shall be reasonable and just. This provision shall not affect the right to make contracts for such wages not in contravention of any of the provisions of this act.

Section 2. That whenever a controversy concerning wages, hours of labor, or conditions of employment shall

arise between a carrier subject to this act and the employees of such carrier, seriously interrupting or threatening to interrupt the business of said carrier, the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall, with all practicable expedition, put themselves in communication with the parties to such controversy and shall use their best efforts, by mediation and conciliation, to amicably settle the same; and if such efforts shall be unsuccessful shall at once endeavor to bring about an arbitration of said controversy in accordance with the provisions of this act.

Sec. 3. That whenever a controversy shall arise between a carrier subject to this act and the employees of such carrier which cannot be settled by mediation and conciliation in the manner provided in the preceding section, said controversy may be submitted to the arbitration of a board of three persons, who shall be chosen in the manner following: one shall be named by the carrier or employer directly interested; one shall be named by the labor organization to which the employees directly interested belong, or, if they belong to more than one, by that one of them which especially represents employees of the same grade and class and engaged in services of the same nature as said employees so directly interested: *Provided, however,* That when a controversy involves and affects the interests of two or more classes and grades of employees belonging to different labor organizations, such arbitrator shall be agreed upon and designated by the concurrent action of all such labor organizations. The two thus chosen shall select the third commissioner of arbitration; but, in the event of their failure to name such arbitrator within twenty-four hours after their selection, the third arbitrator shall be named by the commissioners named in the preceding section. The submission shall be in writing, shall be signed by the employer and by the labor organization representing the employees, shall state the questions to be decided, and shall contain appropriate provisions by which the respective parties shall stipulate, as follows:

First. That pending the arbitration the existing status shall not be changed.

Second. That the award shall be filed in the clerk's office of the circuit court of the United States for any district wherein the employer carries on business, and shall be final and conclusive upon both parties, unless set aside for error of law apparent on the record.

Third. That the respective parties to the award will each faithfully execute the same, and that the same may be specifically enforced in equity so far as the powers of a court of equity permit.

Fourth. That employees dissatisfied with the award shall not, by reason of such dissatisfaction, quit the service of the employer before the expiration of three months from and after the making of such award, nor without giving thirty days' notice in writing of their intention so to quit. Nor shall the employer, dissatisfied with

such award, dismiss any employe or employes on account of such dissatisfaction before the expiration of three months from and after the making of such award, nor without giving thirty days' notice in writing of his intention so to discharge.

Fifth. That said award shall continue in force as between the parties thereto for the period of one year after the same shall go into practical operation, and no new arbitration upon the same subject between the same employer and the same class of employes shall be had until the expiration of said one year.

Sec. 4. That the award being filed in the clerk's office of a circuit court of the United States as hereinbefore provided shall go into practical operation, and judgment shall be entered thereon accordingly; at the expiration of thirty days from such filing, unless within such thirty days either party shall file exceptions thereto for matter of law apparent upon the record, in which case said award shall go into practical operation and judgment be entered accordingly when such exceptions shall have been finally disposed of either by said circuit court or on appeal therefrom.

At the expiration of ten days from the decision of the circuit court upon exceptions taken to said award, as aforesaid, judgment shall be entered in accordance with said decision unless during ten days either party shall appeal therefrom to the circuit court of appeals. In such case only such portion of the record shall be transmitted to the appellate court as is necessary to the proper understanding and consideration of the questions of law presented by said exceptions and to be decided.

The determination of said circuit court of appeals upon said questions shall be final and, being certified by the clerk thereof to said circuit court, judgment pursuant thereto shall thereupon be entered by said circuit court.

If exceptions to an award are finally sustained, judgment shall be entered setting aside the award. But in such case the parties may agree upon a judgment to be entered disposing of the subject-matter of the controversy, which judgment when entered shall have the same force and effect as judgment entered upon an award.

Sec. 5. That every agreement of arbitration under this act shall be acknowledged by the parties before a notary public or clerk of a district or circuit court of the United States, and when so acknowledged shall be delivered to the chairman of the Interstate Commerce Commission, who shall at once cause a notice in writing to be served upon the other arbitrators fixing a time and place for a meeting of the arbitrators.

If an agreement of arbitration shall be entered into conforming to this act, except that it shall be executed by employes individually instead of by a labor organization as their representative, the chairman of the Interstate Commerce Commission and the Commissioner of Labor shall decline to call a meeting of arbitrators thereunder unless, upon evidence satisfactory to them, it be shown that the employes signing the submission represent all others in the service of the same employer and of the same grade and class, and that an award pursuant to said submission can justly be regarded as binding upon all such employes.

Sec. 6. That during the pendency of arbitration under this act it shall not be lawful for the employer, party to such arbitration, to discharge the employes, party thereto, except for inefficiency, violation of law, or neglect of duty; nor for the organization representing such employes to order, nor for the employes to unite in, aid, or abet strikes or boycotts against such employer; nor, during a period of three months after an award under such an arbitration, for such employer to discharge any such em-

ployes, except for the causes aforesaid, without giving thirty days' written notice of an intent so to discharge; nor for any of such employes, during a like period to quit the service of said employer without just cause, or without giving to said employer thirty days' written notice of an intent so to do; nor for such organization representing such employes to order, counsel, or advise otherwise. Any violation of this section shall be a misdemeanor punishable by fine not exceeding one thousand dollars, or by imprisonment not exceeding one year, or by both, in the discretion of the court.

Sec. 7. That in every incorporation under the provisions of chapter five hundred and sixty-seven of the United States statutes of eighteen hundred and eighty-five and eighteen hundred and eighty-six it must be provided in the articles of incorporation and in the constitution, rules, and by-laws, that a member shall cease to be such by participating in or by instigating force or violence against persons or property during strikes, lockouts, or boycotts, or by seeking to prevent others from working through violence, threats, or intimidations; but members of such incorporations shall not be personally liable for the acts, debts, or obligations of the corporations, nor shall such corporations be liable for the acts of members or others in violation of the provisions of this section; and such corporations may appear by designated representatives before the board created by this act, or in any suits or proceedings for or against such corporations or their members in any of the federal courts.

Sec. 8. That whenever receivers appointed by federal courts are in the possession and control of railroads, the employes upon such railroads shall have the right to be heard in such courts upon all questions affecting the terms and conditions of their employment, through the officers and representatives of their associations, whether incorporated or unincorporated, and no reduction of wages shall be made by such receivers without the authority of the court therefor after due notice to such employes.

Sec. 9. That any employer subject to the provisions of this act and any officer, agent, or receiver of such employer who shall require any employe, or any persons seeking employment, as a condition of such employment, to enter into an agreement, either written or verbal, not to become or remain a member of any labor corporation, association, or organization; or shall threaten any employe with loss of employment, or shall unjustly discriminate against any employe because of his membership in such a labor corporation, association, or organization; or who shall require any employe or any person seeking employment, as a condition of such employment, to enter into a contract whereby such employe or applicant for employment shall agree to contribute to any fund for charitable, social, or beneficial purposes; to release such employer from legal liability for any personal injury by reason of any benefit received from such fund beyond the proportion of the benefit arising from the employer's contribution to such fund; or who shall, after having discharged an employe, unlawfully attempt or conspire to prevent such employe from obtaining other employment, is hereby declared to be guilty of a misdemeanor, and, upon conviction thereof in any court of the United States of competent jurisdiction in the district in which such offense was committed, shall be punished for each offense by a fine of not less than one hundred dollars and not more than one thousand dollars.

Sec. 10. That a sufficient sum of money to pay the traveling and other necessary and proper expenses of the arbitrators appointed and serving under this act, and to pay all other necessary and proper expenses of any arbitration had hereunder, to be audited and allowed by the chairman of the Interstate Commerce Commission, is

hereby appropriated, for the fiscal years ending June thirtieth, eighteen hundred and ninety-five, and June thirtieth, eighteen hundred and ninety-six, out of any money in the treasury not otherwise appropriated.

Sec. 11 That the act to create boards of arbitration or commission for settling controversies and differences between railroad corporations and other common carriers engaged in interstate or territorial transportation of property or persons and their employes, approved October first, eighteen hundred and eighty-eight, and the provision contained in section seven of an act approved June thirtieth, eighteen hundred and eighty-eight, "directing the Commissioner of Labor to investigate the causes of, and facts relating to, all controversies and disputes between employers and employes as they may occur, and which may interfere with the welfare of the people of the different states," are hereby repealed.

* *

The communication in the Ladies' Department, signed "Bridge City," was written from Logansport, Ind.

* *

Brother C. H. Gardner, secretary of Division 44, wishes to learn the address of Brother J. L. Crotty.

* *

Deputy G. C. C., Bro. J. J. Bresnahan, organized a new Division of the Order, Number 372, at Raton, New Mexico, on January 13th.

* *

Secretaries will please note whether or not their Divisions are correctly reported in the Directory. If there are any changes to be made they should be sent in at once.

* *

Members of the Order will assist us materially if, in their communications to these offices, each will place the number of his Division immediately after his signature.

* *

Members should see to it at once that their names and addresses are reported by their secretaries for THE CONDUCTOR, as the magazine will be sent only to those who have been so reported.

* *

Bro. T. Terry, of Mountain Division 255, Medicine Hat, met with a serious accident recently, losing a portion of his foot. Bro. Terry has received every attention from Bro. Noble and others, and is improving rapidly.

* *

A. A. Sedgley, of Geneseo, Ill., would be glad to learn the present address of Howard H. Gibson, late a conductor on the C., R. I. & P. and the C., B. & Q. roads. Mr. Gibson's father is very ill, and the family are anxious that his son should know of his condition before it may be too late. Any Brother possessed of the desired infor-

mation will confer a great favor by sending it to the address given.

* *

We sincerely trust that the government will lose every red cent which the Pacific railroads owe it. —*Railway News Reporter.*

Dan, dear, if time deals gently with you and the grim reaper does not gather you home, you will see it.

* *

Anyone knowing the present address of Frank Leland, formerly employed on the D. & R. G. and the U. P. roads out of Denver, and G. W. Glessner, a former foreman in the U. P. yards at the same place, will confer a favor by sending the same to the secretary of Division 44.

* *

Brother C. H. Peters, of Division 64, has been confined to his room for some time by a couple of broken ribs, caused by a fall on the icy sidewalk. His many friends will learn with pleasure that, at the last account, he was recovering rapidly and expected to be able soon to resume his usual duties.

* *

Bro. John Landers, of Division 47, was recently promoted to the position of traveling passenger agent. Bro. Landers was for many years employed out of St. Paul, and his many friends will be glad to know that he has received a very eulogistic encomium from the general passenger agent on account of his recent successes.

* *

One representing himself as J. C. Smith, conductor D. & R. G. R'y, and carrying personal cards representing him as a member of "Denver Division, 48," is pronounced a fraud by the secretary of our Denver Division, which is No. 44. Mr. Smith was last heard from in Illinois and Indiana.

* *

Brother E. L. Pitts, of Division 252, was run over by the cars on the night of Nov. 18, 1894, at D'Hanis Station, sixty miles west of San Antonio, on the S. P. R. R. He was taken to the Santa Rosa Hospital at San Antonio, where it was found necessary to amputate his right leg five inches below the knee. Brother Pitts will have the sympathy of all the Order in his misfortune.

* *

The members of Martinsburg Division, No. 223, celebrated their holiday season with a bazaar and ball, both of which were attended with the most complete success. One of the most interesting features of the week's entertainment was the O. R. C. Daily, published by the Brothers to help

the good cause along. It was ably edited; every number was bright and newsy, and it must have contributed in no small measure to the success of their enterprise.

Bro. T. A. Goodman, of Division 152, whose trouble has been explained in our columns, has been granted a new trial and change of venue. His trial will be held at Charlottesville, Va., on March 5, and it is to be hoped that he will succeed in clearly proving that his act was in self defense.

Brother Riggs, of Division 190, sends us circulars descriptive of a poling device which should be very convenient where much poling of cars is done. The device consists of a pole attached to the engine or tender with a ball joint backed up with a rubber cushion. The pole can be used at any necessary angle, but cannot drop to the ground when the necessary momentum has been given and the engine is stopped. The inventor is Wm. C. Boswell, of Clarksburg, W. Va.

Brother J. F. Trunkey, of Division 42, is a candidate for the position of secretary of the railroad commission of the state of Nebraska. Brother Trunkey served for years on the rail, in the service of the Rock Island road. He has of late been engaged in farming, and his home papers heartily endorse his candidacy; suggesting that he is in a position to accurately judge the needs of both the farmer and the railroads. We wish the Brother success, and have no fears for his record if he be chosen.

Just as we go to press we are informed that the fraud claiming to be J. C. Smith, of Denver, is safely landed in jail. His right name is Wm. Stapleton, but he has a dozen or so aliases. Together with a pal, calling himself J. Dempsey, he robbed the jewelry store of Bro. W. J. Strang, in Terre Haute, Ind., taking \$800 worth of diamonds. We are glad to say Bro. Strang recovered most of the property, and we are equally glad that these frauds are brought to justice. No class of people are as fortunately situated as the conductors, in point of ability to detect and punish imposters; if they will put forth their efforts.

The members of Division No. 252 gave a mask ball on the evening of the 24th ult. which was decidedly the social event of the season in Leadville. Something of the brilliancy of the event may be gathered from the following highly complimentary notice given by the *Herald-Democrat*

of that city: "Upon but few previous occasions in the history of Leadville has City hall been called upon to accommodate such an immense crowd as gathered within its portals last evening, and the Holy Cross Division, No. 252, Order of Railway Conductors, may well congratulate itself upon the success of the event. Words are almost inadequate to describe the scene. The wierd and grotesque picturesqueness of the living, moving panorama recalled the Mardi Gras festival at New Orleans more plainly than newspaper columns can imply. For many weeks the conductors have been laying plans and preparing for the event, and its realization extended far beyond the bounds of all expectations."

Invitations have been received at this office to the "Valentine" dance, given by Magnolia Division, No. 55, L. A. to O. R. C.; the first annual ball of Minnewaukon Division, No. 353; the sixth annual supper and ball given by Keystone State Division, No. 32; the annual ball of Denver Division, No. 44; and the Washington Birthday Celebration, to be given by Lima Division, No. 299, on the evening of the 22d inst. Our sincerest thanks are returned to those who have so kindly remembered us, with the assurance that, had it been possible, every invitation would have been gladly accepted.

The International Congress of representatives of organizations of railway employes, held in Paris, France, in October last, provided an "International committee of oversight of the interests of railway employes," with headquarters at Paris. This committee is composed of E. Guerard, G. Lhermite and J. Prevost. Their address is 9 Cite Riverin, Paris.

Arrangements have been made for another congress in August, 1895. These meetings are undoubtedly productive of great good to the railway employes, and the international spirit of fraternity should be encouraged in every possible way. It would be to the credit of some of the American organizations if they would arrange to be represented.

There is no system of dress cutting which is superior to the "Lalla Rookh." Any other system of merit costs from \$3 to \$25. This system of dress cutting will be found invaluable to every lady, be her age sixteen or sixty. It will teach her to take measure, draft, cut and make garments for ladies and children in any style and to any measure, with fit absolutely perfect. The "Lalla Rookh" is over six feet long, two feet wide, with

all the different measurements calculated and lined out so that no drafting is required, thus dispensing with the old tiresome and tedious way of measuring and re-measuring. With the "Lalla Rookh" only one measurement—that of the bust—is necessary. All others are plainly marked in the chart, requiring no experience or previous knowledge of dressmaking to make a perfect fit. By special arrangement we are able to offer to our readers this cutting system complete, with tracing wheel, tape measure and full directions, as a premium for two paid subscriptions to THE RAILWAY CONDUCTOR.

* *

The following from "Transport," one of the leading railway reviews of England, may prove of interest.

"In its last annual report the New York Central gives information as to the average yearly income of different classes of its staff. I quote a few figures

Engine-drivers,	£ 240 per annum
Firemen,	130 " "
Station-masters,	126 " "
Passenger conductors,	200 " "
Brakemen and baggage-masters,	126 " "
Clerks in the head office,	160 " "
Telegraph clerks,	120 " "
Signal-men and shunters,	100 " "
Permanent way gaugers,	120 " "
Ordinary plate-layers,	84 " "

We may, no doubt, assume that the New York Central pays as high as any company in the Eastern States, and on this basis it will, I think, be evident that when we allow for the different cost of living, for the fact that American railway berths are by no means like ours—a provision for life—and carry with them practically no additional advantages in the shape of pensions and superannuation and accident funds, and so forth, American railway men are not, on the average, much, if at all, better off than ours. Another point that will strike everybody is the very different graduation of salaries in England and America. That the average station-master should be paid less than a fireman, less than two-thirds of the wages of a guard, and only a very little more than half the wages of an engine-driver, will, no doubt, strike an English reader as very curious. We must, of course, however, remember that, while on the one hand the American station-master deals only with very few passengers, and with still fewer trains in the day, the duties of a driver on railways with no block system and with no fences, working engines habitually loaded up to their maximum capacity, are both immensely more hazardous and vastly more responsible and difficult than is the case in this country."

* *

The report of donations received by the Home for Aged and Disabled Employees, found in another column, is published in accordance with an agreed upon plan between the publications representing the organizations, whose members are eligible to admission to this Home, and the man-

agement of the Home, as a means of disseminating this knowledge, furnishing each Division receipt for the amounts remitted and relieving the Home from the expense of publishing their own journal.

A chain of fifty letters has been started with the request that each one who receives one of these letters write to three of his friends and return the one he receives to the Home with a donation of ten cents or more. This is started with the hope of establishing a fund to build a permanent home. There is no reason why this should not be assisted by the Brotherhoods, nor is there any reason why it should not receive their full endorsement. The officers are men of standing and reliable. The affairs are conducted in accordance with the direction of a board of managers, upon which the organizations have representation, and a committee of very prominent members of Division No. 1 recently personally inspected the Home and made a very flattering report to the union meeting held in Chicago on the 3rd. This should be especially pleasing to the Home, as, on account of some misunderstanding Division No. 1 has heretofore refused to endorse or lend any assistance whatever to the Home. None but members in good standing of one of the recognized Orders or Brotherhoods are eligible to admission to the Home, and every dollar donated to this purpose is expended as economically as is consistent with good service in maintaining a home for aged and disabled Brothers, and towards a fund for establishing or building a permanent home. It is to be hoped that this charitable enterprise will receive not only the unqualified endorsement, but hearty financial support of all members, as a mite from each will provide all that is necessary to give to many of the unfortunates the comforts of a home which they could not secure in any other way, and those unfortunates will certainly feel much more at home in an institution supported by their Brothers, than they would in any provided by the state or the people at large, where they would feel that they were objects of charity.

* *

Out in Oregon there is to be found the only place in the country where a locomotive has life-preservers hung upon its sides. This singular sight is to be seen at Astoria, at the mouth of the Columbia river. An extensive system of jetties is being constructed there, and a breakwater that runs for five miles into the Pacific ocean is being built. All this is to deepen the harbor at Astoria, so that the largest ocean steamers may find easy access to the wharves of Oregon's chief seaport city, and also to secure a harbor for shipping and ward off the storms of the ocean. This work of building an enormous breakwater has cost an immense sum of money, but its beneficial results are already beginning to be seen, and there is no doubt of its ultimate success. A railroad track is built on the top of the breakwater as fast as it is finished sufficiently to lay tracks. Inasmuch as the workmen are far out at sea, and as there is constant danger that some of the train's crew may fall overboard, it was thought well to hang along the sides of the tender to the locomotive half a dozen large life preservers for instant use in case of accident. Several times in the last few months they have been brought into play, and thus have demonstrated the wisdom of equipping the locomotive in this strange fashion.—*Chicago Herald*.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Feb. 1, 1895; Expires March 31, 1895.

Assessment No. 292 is for death of L. W. Simmons, Jan. 25, 1895.

BENEFITS PAID FROM DEC. 23 TO JAN. 20, INCLUSIVE.

Ben. No.	AM'T.	FOR	OF	CAUSE.	Cert. No.	Series.	Div.
794	\$ 2,000	Death	H. D. Cook	Accident	823	B	14
795	3,000	Death	W. W. Gibson	Accident	3794	C	177
796	3,000	Death	S. A. Lloyd	Accident	257	C	59
797	3,000	Death	C. W. East	Consumption	1758	C	136
798	2,000	Death	John Oates	Laryngitis	2620	B	8
799	2,000	Death	M. D. Smith	Accident	1030	B	34
800	4,000	Dis.	C. McClintock	Loss of arm	291	D	70
801	3,000	Dis.	L. B. Williamson	Loss of hand	5092	C	98
802	1,000	Death	John Conley	Dis. of bladder	3738	A	337
803	3,000	Death	D. J. McLaughlin	Accident	1849	C	109
804	2,000	Death	D. A. Cole	Heart Dis.	48	B	135

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,917; Series B, 2,724; Series C, 4,600; Series D, 360; Series E, 80. Amount of assessment No. 292, \$26,005; total number of members, 12,686.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to December 31, 1894.....	\$1,819,361 20
Received on Expense Assessments to December 31, 1894.....	41,728 30
Received on Applications, etc., to December 31, 1894.....	28,744 59
	\$1,889,834 09
Total amount of benefits paid to December 31, 1894.....	\$1,810,867 00
Total amount of expenses paid to December 31, 1894.....	65,279 16
Insurance cash on hand December 31, 1894.....	13,687 93
	\$1,889,834 09

EXPENSES PAID DURING DECEMBER.

Incidental, \$584; Fees returned, \$9.00; Stationery and Printing, \$257.60; Salaries, \$355.00; Postage, \$180.00; Legal, \$175.00; Total, \$724.84

Received on Assessment No. 288 to January 20,.....	\$24,531 00
Received on Assessment No. 289 to January 20,.....	13,066 50
Received on Assessment No. 290 to January 20,.....	12,862 00
Received on Assessment No. 291 to January 20,.....	2,31 00

WM. P. DANIELS, Secretary.



Bone.

Bro. J. W. Bone, of St. Paul Division, No. 40, was the victim of an accident on the night of the 25th ult., which resulted in his instant death. Deceased was held in the highest esteem wherever known, and his death was an especially severe blow to the Division of which he had been an honored member. The funeral was held from the residence in St. Paul, on the morning of the 29th, and was largely attended, the Brothers being present in a body.

Jones.

Bro. H. W. Jones, of Division 249, was killed at Castle Rock, Wash., on the morning of January 31, last. At the time of the accident Bro. Jones was on the engine. Rounding a sharp curve he saw a work train standing on the main line, and so near as to make a collision inevitable. He jumped to save himself, and in so doing was thrown against a post with such terrific force as to inflict injuries which were instantly fatal. Deceased was among the old railroad men of "the coast," having had charge of a train on the Southern Pacific in California for many years. He was widely known, an general favorite, being a genial, warm hearted man, always ready and willing to aid any Brother to the full limit of his ability. He was a true and loyal member of the Order, and the Division will miss him sadly. A wife and two daughters are left to mourn his untimely end.

Goddard.

Bro. C. E. Goddard, of Bluff City Division, No. 308, died at Mt. Carmel, Ill., January 1, last. He was one of the best known and most highly respected members of his Division, and his death brought a personal sorrow to all his Brothers. At a subsequent meeting of the Division, resolutions of respect to his memory and of sympathy with his bereaved family were adopted and spread upon the records.

Jones.

Death has visited the home of Bro. Ira Jones, of Division 9, and removed therefrom his cherished wife, the loving mother of his small children. At a subsequent meeting of the Division, resolutions of condolence with the Brother and his family were spread upon the records.

Costley.

A great grief has come to Brother Costley, of Division 219, through the death of his loved wife. Mrs. Costley was possessed to an unusual degree of those charms which win and hold friends, and her death brought sorrow to many outside the immediate circle of relatives. The sincere sympathy of all will go out to the bereaved husband in his hour of supreme affliction.

Kesty.

At the last regular meeting of Eastern Star Division, L. A. to O. R. C., resolutions were adopted expressing the sympathy of the members with Bro. W. H. Kesty and wife in the death of their infant son.

Baldwin.

On January 28, last, Bro. Harry Baldwin, A. C. C. of Alamo Division, No. 59, was bereft by the death of his well beloved wife. They had been married but a few months when this cruel blow brought desolation in the place of happiness. All will join in extending to Bro. Baldwin their sympathy in his great bereavement.

Tardif.

Bro. J. Tardif, of Division 130, was called to his final reward, from the home in South Quebec, on January 22, last. Deceased was an upright citizen and a loyal Brother, and his death brought a personal sorrow to all with whom he had been acquainted.

Reed.

The home of Bro. H. P. Reed, of Argentine Division, No. 368, has been desolated by the death of his beloved wife. At a subsequent meeting of his Division, resolutions were adopted extending the sympathy of the members to their Brother, and expressing the hope that strength and consolation might be granted him from above in his great bereavement.

McQuarrie.

At a recent regular meeting of Division 219, resolutions were adopted extending the condolences of the members to their Brother, David McQuarrie, because of the loss he has sustained in the death of his mother.

Little.

Bro. E. J. Little and wife are mourning the

OBITUARY.

loss by death of their son George, aged sixteen years. Deceased was a sufferer from heart disease, and passed away from their late home in Pittsburg, Pa., on January 10, last. He was a kind and dutiful son, and was loved by all who knew him. The sorrowing parents have the especial sympathy of Division 299, of which Bro. Little is a valued and honored member.

Vincent.

Bro. Frank W. Vincent, one of the best known and most highly regarded members of Division No. 49, Moberly, Mo., met with death while in the performance of his duty on the I. I. R. R., at North Judson, January 31. He was in charge of a west bound train, and through some unfortunate mistake the third section crashed into the rear end of his train, catching Bro. Vincent and inflicting injuries from which he had to lay down his life. Bro. Vincent was not only unusually popular with those to whom he was bound by fraternal ties, but he stood high in the estimation of the public as well. The funeral was held at his residence in Streator, conducted by Rev. Stoltz, and his body was conveyed to Chicago for interment. The deepest sympathy of our entire membership will go out to his wife, two little children, sister and parents in their hour of supreme sorrow.

Goodwin.

The ranks of Division 152 have again been broken by death, the victim in this instance being Bro. C. D. Goodwin. Deceased was an earnest and active member of the Order, an upright citizen and a faithful friend; one whose many manly qualities won and held friends wherever he was known. His death brought a sense of personal sorrow to many outside those who were bound to him by fraternal ties, and all united in extending to the grief-stricken family their tenderest sympathy in their hour of grievous affliction.

Sweeney.

The members of Division 44, L. A. to O. R. C., extend their sincere sympathy to Sister D. Sweeney and husband in the great grief that has come to them through the death of their son on the first of the present month.

Holt.

On January 28, last, the wife of Bro. W. J. Holt, member of Division 196, died at their home in Plant City, Fla. Mrs. Holt was held

in the highest esteem wherever known, and the sympathy extended her sorrow-stricken husband was all the deeper from the appreciation these friends felt of the great loss he had been called upon to suffer.

Sims.

At a recent meeting of Tyler Division No. 116, resolutions were adopted expressing the sympathy of the members with Brother Ed. Sims and wife in the death of their little daughter Edna, aged five years. Brother Sims and family left on November 4th for a short visit at Greenville, Texas, with their child in perfect health, but were robbed of their bright little jewel Nov. 7th by diphtheria.

Cook.

At a special meeting of Columbine Division No. 54, L. A. to O. R. C., held Nov. 22 last, resolutions were adopted expressing the sympathy of the members with their sister, Mrs. Cook, and her husband, in the death of their little daughter, Hazel, on Nov. 16.

Polen.

Brother C. B. Polen, of Division No. 278, is mourning the death of his father, who died at the home in Dennison, Ohio, on the 27th ult., after a protracted illness. The deceased was a kind husband and an indulgent father, and an upright citizen, and his death leaves a multitude of sorrowing friends, whose sympathy will be extended to the bereaved family.

Andruss.

Resolutions have been adopted by Division No. 235, conveying the condolence of the members to their Brother, Joseph B. Andruss, in the death of his beloved wife.

Claybaugh.

At a recent meeting of Division 5 resolutions were adopted conveying to Brother Claybaugh and wife the loving sympathy of the membership in the grief brought upon them in the death of a loved daughter.

Hager.

On Sept. 17th Brother C. F. Hager, of Division 121, was bereft by the loss of his youngest daughter, Grace Vivian, who died suddenly at his home in Tracy, Minn. The members of Huron Division grieve with their Brother over his very sad loss.

THE RAILWAY CONDUCTOR.

VOL. XII.

CEDAR RAPIDS, IOWA, MARCH, 1895.

NO. 3.



CONTRIBUTED.

SOME THOUGHTS ON CIVILIZATION.

BY W. P. BORLAND.

Civilization is rather an indefinable term for most persons; it conveys a rather vague idea to the mind, and many of those who talk glibly of "civilization" would be extremely puzzled to state exactly what they mean if they were pressed for a definition. And there is nothing strange about that fact, either, as the idea to which the term gives expression is differently conceived by different intellects, and is, therefore, not capable of exact general definition. John Stuart Mill says: "Whatever the characteristics of what we call savage life, the contrary of these, or the qualities which society puts on as it throws off these, constitute civilization." Guizot defines civilization as "The improvement of man, both socially and in his individual capacity." Compare those definitions from the highest authorities, and it will be readily perceived that civilization cannot be defined. There are many characteristics of what we call savage life which, if they could be retained, would distinctly tend to the improvement of man, both socially and in his individual capacity. These characteristics, both physical and moral, need not be enumerated, as they will readily suggest themselves to the reader; they become eliminated during the progress of society, and according to Mill's definition, the eliminating process is civilization. Guizot's definition would make this the reverse of civilization. We often hear, too, of the "vices of civilization," and it is evident that unless we can conceive those "vices" to be for the improvement of man, we must admit that we are not civilized, that is, if we are to accept Guizot's definition.

Henry George has defined civilization as "The art of living together in closer relations," and this is probably as good a general definition as can be furnished. Philosophers recognize the end of individual existence to be happiness. To escape pain and develop happiness for himself is the end of the individual's existence, and I would imagine that that exceedingly vague and indefinite movement which we term "civilization," that movement which is so entirely without meaning for the majority of persons, should be conceived as a means for the realization of that end; as an outcome of the attempt to realize collectively that end which each individual seeks to realize in his own person. That is civilization as we experience it; with the results we have nothing to do except to improve upon them; they do not enter into the definition.

Men set up the ideal of happiness—rather, happiness is not an ideal so much as an instinct, an inherent natural tendency of the human mind,—and then they develop civilization, "the art of living together in closer relations," in the effort to realize that ideal.

Thus far, mankind have made a great muddle of this civilization business. They have sacrificed the end to the means, have imagined that they existed for civilization instead of civilization for them; and instead of making civilization subservient to their happiness, they have set up a sort of a fetich and allowed their social relations to become so encrusted with conventional forms as to make their happiness the veritable sport and plaything of the force which, naturally, ought to exert

itself only for the extension and conservation of that happiness.

The incongruous results of civilization may be said to be due to failure to pay attention to the primary fact, that the laws governing social movement are just as exact, just as immutable, just as necessary to be observed and obeyed, in order to accomplish desired results, as are the laws governing physical movement.

A certain order of the universe, in all the relations of men with each other, and in all the relations of men with things, has been established by that power which men, for the want of a better term, denominate "God." That order is immutable, and inexorable in its operation; it is not to be altered by any act of puny man; man is as truly the sport of nature as are the winds and the tides. By observing and obeying the established order of nature men bring good upon themselves; they escape pain and realize happiness;—they are in harmony with nature and we may truly say that they are obeying the divine will—but by opposing and disobeying the established order they bring harm and distress upon themselves. There is no way to escape the inevitable decrees of nature, either by individuals or societies; let them be discovered and obeyed and we have a correct and harmonious development, either as applied to the individual or to the society of which he is a part; let them be perverted in the slightest particular and we have a distorted and unnatural development. The individual well knows that if he disobeys any of the established laws of nature, —if he gives himself over to the excesses of intemperance in eating or drinking, for instance,—he must suffer the consequences of such disobedience in his own person. The same rule applies to the social organism. If society establishes itself in accordance with nature's laws, and obeys those laws, a long and healthy life is in store for it, as truly as for the individual who follows a like course; but, as with the individual, when this course is not followed by society social disease appears, corruption and injustice hold high carnival, and the social organism, after lingering through a diseased and imperfect life, eventually perishes miserably.

In the domain of physical science man's entire dependence on the immutable laws of nature has long been recognized and acted upon, to the incomputable benefit of the human race. All our triumphs of invention and engineering, by which man has obtained mastery over the physical obstacles to his progress, have been accomplished by observing nature's laws and rendering unto them the implicit obedience demanded. Does man wish to accomplish a result in the domain of

physics or mechanics he well knows that there are certain rules to be followed, certain principles to be observed, in order to attain the desired end; and he well knows that those principles cannot be deviated from in the slightest particular without bringing about a result different from the intended one. This fact is universally recognized and acted upon. But when we enter the domain of social science everything is in confusion; for, while it is well recognized that social phenomena are just as truly under the influence of natural law as are any others, while our legists and philosophers have for many centuries referred all of their conclusions for the welfare of humanity to a law of nature, while a law of nature nominally lies at the very basis of all our systems of law and morals, men still proceed to experiment with social questions and deal with the affairs of society exactly as if there were no such thing as a law in the universe. Every movement in the domain of politics and sociology is still conducted by experiment, and men refuse to recognize laws which they themselves admit to be impossible of evasion.

In the midst of this confusion of experiment there are those who assume the functions of guidance and leadership amongst their fellow men, who would have it appear that the law of nature is being fulfilled; they are quick to assert that what are termed the "vices of civilization" are natural and inevitable concomitants of the progress of the human race to a higher development; they would have us believe that the want and suffering, the poverty, disease, misery, crime, pestilence and death that can be directly traced to the operation of unjust social arrangements are necessary for the proper discipline of the race, are nature's methods for weeding out inferior organisms and forcing the race to a higher plane. This reasoning is utterly repudiated by the results of its application; but, placing that question on one side for a moment, we may note that our civilization is perishing of the same diseases, is developing the same evils and iniquities as have destroyed all the civilizations that have gone before it. It is a very common assertion that these older civilizations were founded upon a theory that was fundamentally wrong, that they failed to conform with nature's laws in their social arrangements; but many of those who make this assertion seem blind to the facts around them; for, with owl's gravity, they continue to assert that all things with us are just as God Almighty intended they should be, notwithstanding that analogy should teach them that, as we are following directly in the footsteps of these older civilizations, our theory must be as fundamentally wrong as was theirs.

The great pyramids of Egypt still stand as practically indestructible monuments to the genius of men who have been crumbling in the dust for more than forty centuries, because they were constructed in conformity with the laws of nature. The civilization contemporary with the pyramids has been dead and buried for many centuries, because it was constructed in opposition to the laws of nature.

There is one great principle running all through history that makes itself apparent as an indispensable element of progress, and correct civilization, and that is the principle of individual freedom. We have undoubtedly made some progress in correct development over the civilizations that are buried, and this progress has all been in the direction of freedom. Our points of difference from those older civilizations are those pertaining to liberty; our points of similarity, those pertaining to despotism; and as we are developing the same evils and traveling the same road towards dissolution, we must look in those points of similarity for the cause of our evils, must look here for the natural law which must be obeyed if men would live together in society on an equitable and indestructible basis. No arrangement which tends to abridge freedom can be a correct one. In the eloquent language of that eminent historian and philosopher, Prof. Ridpath:

"The first and most universal truth in all history is that men ought to be free. If happiness is the end of the human race, then freedom is its condition. And this freedom is not to be a kind of half escape from thralldom and tyranny, but ample and absolute. The emancipation, in order to be emancipation at all, must be complete. Every generation has sat like a stupid image of Buddha on the breast of its own aspirations, and they who have struggled to break their own and the fetters of their fellow men have been regarded and treated as the common enemies of human peace and happiness. On the contrary, they have been saviors and benefactors of whom the world has not been worthy. If history teaches any one thing, it is this: Man when least governed, when freest, is greatest. When his heart, his brain, his limbs are unbound, he straightway begins to flourish, to triumph, to be glorious. Then, indeed, he sends up the green and blossoming tree of his ambition. Then, indeed, he flings out both hands to grasp the skyland and the stars. Then, indeed, he feels no longer a need for the mastery of society; no longer a want of some guardian to inspire and direct his energies. He grows in freedom. His philanthropy expands; his nature rises to a noble stature; he springs forward to grasp the grand substance, the shadow of

which he has seen in his dreams. He is happy. He feels himself released from the domination of an artificial scheme which has been used for long ages for the subjection of his fathers and himself. What men want, what they need, what they hunger for, what they will one day have the courage to demand and take, is less organic government—not more; a freer manhood and fewer shackles; a more cordial liberty; a lighter fetter of form, and a more spontaneous virtue."

Freedom, then, is the law of progress, the law of nature, the condition of correct civilization. Freedom is happiness, and happiness is the end of existence; if civilization tends to make men happy it fulfills its purpose. It can do no more.

Throughout the pages of authentic history the record of mankind shows a constant effort to realize this condition of nature: shows one long and continuous struggle of men to be free, to rid themselves of restrictions of one sort or another which interfere with the proper exercise of their faculties. There has been much progress made in this direction, undoubtedly, but much remains to be done. The freedom which our civilization grants to the individual is not "ample and absolute," but only "a kind of half escape from thralldom and tyranny"; and as our condition is essentially similar to that of the civilizations that have perished, it is evident that our fundamental conceptions of freedom are, if not as imperfect as theirs, still imperfect enough to bring disaster upon the race if they are not modified to suit changed conditions of social development.

In the line of progress, men have freed themselves from the incubus of chattel slavery, and have practically gained full political liberty; they have gained the right of free speech, become emancipated from the old tyrannous restrictions of the guilds, and thrown off the galling yoke of ecclesiastical domination. In short, it is now conceded to be the natural right of man to go and come as he pleases, talk, think and write as he pleases, profess any sort of religion, or none at all, as he pleases, and in this country, at least, to vote as he pleases, providing he infringes not the equal freedom of any other man to do likewise. In practice, of course, these rights are subject to considerable modification; but they have all been gained at one time or another, at the cost of much struggle, and, in a general way, are still recognized.

These advances towards freedom are all good in their way; they place us on a higher plane than our remote ancestors; but as we appear to be going the same way as did the societies which enjoyed none of such freedom, we must conclude that none of these advances have touched a really

fundamental principle of natural freedom, and we must likewise conclude that until we do touch a fundamental principle we shall never have a correct civilization, no matter how much we may advance in other directions. Now, there is one category of social arrangements wherein there has been no change for many centuries. With the single exception that human flesh and blood is no longer looked upon as property, the laws of property are practically the same to-day as they were in the time of Aristotle and Plato. Our ideas of property are all derived from Roman law; the Justinian code is the basis of our jurisprudence; and with respect to our property arrangements we have really made no advance since the days of Alexander the Great or Julius Cæsar. And it is with reference to these laws of property that the antagonism appears between the old and the new. There is an almost universal sentiment among men that there is bound to be a rearrangement of the forces that hold our civilization together in the near future; a departure from the general direction which civilization has taken during the past century. This departure from established conventional forms will be either in the direction of increasing the differences between our civilization and the dead ones, or strengthening the points of similarity between them. It will be either to increase freedom, or to strengthen the power of government over man in the interests of the laws of property as they now exist. Man will become the center of the scheme of civilization, or property—just as either element demanding change happens to prevail. Just now the worshipers of property are in control of all those governmental forces which hold civilization together, and they are assiduously seeking to extend the idea that our civilization has failed because of the differences existing between the new and the old, rather than by reason of existing similarities. They are moving heaven and earth to bring about a reaction against freedom and establish a regime of despotism throughout the earth in the interests of property. There can be no mistake about this; popular government has no further charms for the propertied classes; it has served its purpose for them, and they are now trying to force a reaction against it. One is at no loss to discover utterances like the two following, taken at random from two journals of national reputation and circulation in the United States:

"There was no government among men until property was created, and government was made, originally at least, for the sole purpose of protecting property. When those who have no property get into

control of this dangerous machine and threaten those who have, there is always sure to be a return to first principles and first purposes. Liberty is one of the luxuries which human society may afford to indulge itself in, after it has secured the necessity of life in the safety of property. Whenever the latter shall be threatened liberty will always be restricted, suspended or destroyed."

"Society," says the other, "is seeking results in government and not methods. Government is established to attain purpose and not for the exploitation of theories. The government which most nearly preserves order and law is the best government, and in general the most satisfactory to society. The paternalism of a Czar who preserves order is better than the communism of a mob, from the standpoint of society. The sentiment which demands a certain form of government at the expense of the ends to which government is devoted is neither sensible nor logical."

If we are to conceive civilization as a movement to realize happiness for the race, as a force for the improvement of man, both socially and in his individual capacity, we must conclude that one of the greatest calamities that could befall the race would be the triumph of the idea to which these quotations give partial expression. What we term the "vices of civilization" all spring from abuses sanctioned by the laws of property; the prevalence of these vices renders real happiness impossible for even the small minority representing the propertied classes; and, instead of our civilization being one which weeds out inferior organisms and forces the race as a whole to a higher development, as many pseudo-scientists would have us believe it is, the direct contrary is the fact, as may be proved both by observation and deduction from indisputable natural laws. The present regime of property tends distinctly to the deterioration of the race as a whole, by refusing really superior types free opportunity for development, preserving and perpetuating actually inferior types, and creating parasitism, which is fatal alike to the proper development of the organism which practices it and the one upon which it is practiced.

After citing some curious and highly interesting facts regarding the degeneracy in the physical formation of the species of slave holding ants, showing how utterly helpless they have become because of their parasitic practices, one of our most eminent anthropologists, Letourneau, says: "In citing these curious facts, familiar nowadays to everyone who takes even a superficial interest in natural history, my sole object is to draw comparisons between human and animal nature, to point out their connection. Now, in human so-

cieties we see the abuse of property, social parasitism producing, like organic parasitism, very analogous results to those that may be observed amongst animals. Parasitism, as is well known, is not uncommon in the animal kingdom, and its law has been very justly summed up by Espinas in these terms: 'The effect of parasitism is a correlatively diminutive of vital power in the animal that submits to it, and of the organic complexity in the animal that practices it. It is the antipodes of social life,' he excellently remarks, 'for this is characterized by mutual profit and improvement,' and in support of his dictum he mentions some typical facts, notably the retrogression observed amongst certain lernaean crustaceans, who suddenly descend in the animal scale, directly their parasitic phase begins.

Organs and functions are atrophied by inactivity. This was one of the great laws upon which Lamarck based his transformist theory. I cannot, without wandering from my subject, instance here the numerous facts which demonstrate its truth in the animal kingdom.

We have just seen how this law is varied amongst the slave-holding ants, and we know that in human societies, warrior and still more financial aristocracies fall more or less quickly victims to physical and mental retrogression, which must end in sterility and extinction. Effort—I mean continuous but not excessive effort—is a condition of existence and duration of man and beast."

It will, indeed, be a heritage of misery which we shall leave to our children and our children's children should the reaction against liberty and popular rights become a fact. The non-proprietor,

the proletarian, is doing battle for a correct civilization, and the welfare and proper development of the entire human race. However vague his aspirations, however crude and imperfect his methods of action, he is still the savior of society—a name, by the way, which is contemptuously applied to him by upholders of property;—his struggle for liberty is but the manifestation of nature's method for the salvation and proper development of the race; and dark, indeed, is the future in store for humanity should he fail to realize the demands for liberty he is now pressing upon society. When property shall once become the acknowledged center of the social scheme, civilization shall be a term without meaning, and man will descend to the level of the brutes. Let us hope with the author just quoted, that "A more enlightened humanity, having at last succeeded in creating sociological science, may, we would believe, avoid the rock whereon Athens and Rome were shipwrecked." It will understand that the war of each against all and all against each cannot be a sufficiently solid social foundation; it will perceive that, for the sake of the common safety, it is urgent to idealize the right of property; not, of course, by slavishly copying institutions which their own imperfections have destroyed, but by replacing the license of the selfish right of property by an organization which, whilst it is altruistic, is also reasonable, scientific, upholding without annihilating the individual, leaving his freedom and his initiative unfettered. The debate, or rather conflict, has already begun; the new world is striving against the old. What will be the issue of the conflict? I am amongst those who have faith in the future."

THE SYMMETRICAL CITIZEN.

BY JOSE GROS.

If we can claim to have any self-evident perception outside the realm of mathematics, it is the intimate connection between the development of all forms and the elements in the midst of which they grow, what we call their environment. Such a perception is visible to any observer who wants to use his natural faculties, even if they have not been fostered by education or culture in any especial sense or degree, through schools, colleges, etc. The very object of education in all social organizations corroborates the idea of such a connection, as an inherent fact in human life. The very existence of religion exemplifies that a proper environment is indispensable to healthy human growth. The very conception of duties to which we all should strive to conform indicates

certain relations to which our own development is conditioned, and without which we shall fail to evolve as we should. And yet, consider the number of centuries that have rolled back into the past, and the incomplete development of most men, even among those whose surroundings have apparently been of the best and most enviable kind. Evidently, there has been a great lack of healthy surroundings everywhere, no matter how much wealth, education and religion may have been piled up around certain people, by any group of coincidences, natural or artificial. Even those most favored by such coincidences don't seem to think much of them, in so far as healthy growth is concerned, because, when you speak to them of social conditions being possible in which all peo-

ple could obtain the wealth, education, etc., needed for healthy joys, they are apt to tell you that it would be a folly to attempt any such plan, since nobody would like to die if life here was made enjoyable and correct

If such a philosophy is sound, then we must try to keep on making each other as unhappy as possible with all forms of national sins, that, in sheer despair, we may like to die. And yet, we never found a human being who really wanted to die, unless he was driven into despair by some physical or mental torture far more intense than the ordinary sorrows with which most people are loaded down and have to bear while life lasts.

The ingenuity of the human mind is almost boundless, when it is necessary to convey the idea that it would be of no use for us to improve humanity at large all along fundamental lines, on the presumption that sorrow is inevitable, and that civilization must always be—the symbol of the infernal regions, or pretty near. If we can only shovel our responsibilities upon God, or upon the many whom we say don't want to do what is right, how proud do we feel of our own human wisdom! All our interpretations of Bible thought seem to go that way. We are willing to twist our own best reasoning powers, and to convert all logic into sophistry for the sake of shirking duties and avoiding responsibilities.

Meditate now about the folly of assuming that, when God calls us to Him, into the grander life, with the full joy of, say, 100 degrees, instead of twenty five of a supposed enjoyable life on earth, five times more than today, under our wretched social conditions, that then we could say to God: "Oh! Lord, please let me remain on earth, a fragment of thy glory is enough for me, and twenty five degrees of thy joy is all I care about. The fullness of thy glory would make me sick."

The shallow philosophy in question totally overlooks the beauty of the following verse: "He that keepeth my word, and believeth on Him that sent me, shall not come into condemnation, but shall pass from death into life." Death is, then, nothing but a life of disobedience to divine laws, and there is no death for those who do their best in obedience to such laws. That implies personal duties and social ones, the collective and the individualistic, thus realizing the duality of action under which we should live if we want to attain that symmetry for which we were created, the symmetry of the *man* and that of the *citizen*.

To be personally good to all, friends and strangers; to help those who may be in trouble; to even give away all my wealth in the erection of hospitals, churches, etc.; what is that, if I neglect my duties as a citizen, if I fail to stand for hon-

esty and righteousness in human laws? I then try to trifle with God, to cheat Him out of what is due to Him.

Look now at the universal symmetry which presides all over the Cosmos. What is that but a perpetual invitation to humanity for the establishment of a symmetrical order in the social compact? It is there that the human individual is to grow, for good or for evil. It is there, from which center all formative forces are to come, from which all strong influences shall flow. Yes, the universal symmetry of the world we live in is a standing proclamation to the effect, that the all-powerful mind at the helm of the universe is bent upon the evolution of beauty in all forms. Shall that exclude man, that king in the order of the finite, as God is the King of the infinite? That is what some of our friends would like us to believe. For them, an all-powerful God means the barbaric illogical power of making men good by sheer force, without their own co-operation. That would make God the source of all human sins as long as He failed to exercise the power of forcing men into righteousness. That would relieve men from all responsibility in their iniquities.

The very inexorable laws that God has established constitute a limitation of His own powers, while leaving Him with all power for good, outside of that freedom He gave to men in choosing between good and evil, a freedom that God cannot cancel without acknowledging that He made a mistake, and destroying the climax of His own creations, *man*, with his own inherent capacity to rise into manhood, into joy, under the guidance of his own Father in heaven, of course. There you have it, the symmetry of the man and that of the citizen, since men are to live in the midst of a social organization, with laws of their own to make. If they fail to have such laws in accord with natural and divine law, then they subvert, to the best of their ability, the whole order of the universe in which they are to live and to grow, to grow in goodness or in sin! And any mixture of the two elements is a wretched one, wretched indeed!

Perhaps the most contemptible and provoking human trait is the wild, and often unconscious, supposition that wealth and education shall protect us and our children from the action of the social evils we silently allow, although the whole human history proves it cannot be done. We even resort to the Bible to endorse our own collective iniquities in the life of all nations. In order to justify the poverty and degradation of ninety per cent of the race, we never tire of mentioning that verse: "The poor ye have always with you." The men that take refuge behind that

verse forget that Christ there spoke in the present, not in the future; a prolonged present, if you like, because qualified by the adverb always, but a present all the same, a prophecy interlinked with a fact of the times, under a monopolistic civilization, previously condemned by all the prophets, Isaiah most especially, and supremely repudiated by the Christ.

And who were the Pharisees, the lawyers and the priests, but the monopolists of that historical period, the men who made the laws of that day and gorged themselves with the wealth produced by the poor? And the poor then, and the poor now, what right have they to the wealth they produce, outside of a mere animal existence, as long as men with ability and brains, here and there, can manage to humbug the many without brains or ability? What a vile, mean, cowardly conception of life! Brains can only conceive. Muscle alone can produce.

Take any man with a brain five millions more powerful than that of the average individual worker. Place him on an island alone by himself, with his wife and children for any fifty years. He will make a living, a good one, if you like, and that is all he will make, through honest work. Why? Because he cannot use his brains to rob any other worker, under the mantle of wrong human enactments.

Some fine people would like us to believe that the very God who diffuses beauty and symmetry through the infinite, saturating with His glory the whole universe, giving to the flower its tints and aromas, to the oceans and the forests their majesty and perfumes, to the valleys and hills their lovely smiles, to the plains, mountains and plateaus their vastness and outlines, to the stars their splendors, to the clouds and skies their poetry sublime, to the waterfall its symphonies, to the stream its melodies, to the mountain torrent its harmonies, to the storm its furies and its grandeurs, to the volcano its flames and burning lava, to the earthquake its powers of destruction and reconstruction, to everything its final usefulness for uni-

versal good; that the God in question, with all his transcending resources and sublimities, shall revel in deformities among men, by only giving brains and abilities to a few of them, and condemning the rest to live and die without any brains or ability to speak of; with the additional barbarism that the few with brains shall use that gift to keep the many sunk into poverty and sin! What a fine philosophy! What a God! What a social scheme!

The poverty of the many, in the midst of immense resources all over the earth, enough for at least ten times as much population today in the planet to live in plenty! And the wealth in question can only be obtained through muscular efforts. And the brains can do nothing but through muscular activity. And those brains shall forever humbug all muscle! There is symmetry for you, the symmetry of deformity and destruction, just the reverse of what we notice outside of men! Can that be the work of God? Must it not be the product of men at war with God and His laws? Hence the need of our returning to nature and to God for clearer perceptions of duty to Him and among ourselves. Hence the need of a fundamental social reconstruction through which to evolve the symmetrical citizen, instead of the mean, wretched one so far evolved.

The job in question is far from difficult. A few basic conceptions of universal justice is all that is required. Give to all men a good seat around the banquet of life in the *All Father's* bountiful dining room—this earth of ours. Don't force the many to pay tribute to the few for the privilege of living and working in God's planet.

We acknowledge that that would compel us to abandon the worship of our own selves and our own fathers, the worship of all our own wrong institutions, in order to worship God's ideals. That would be the *new birth* of which Christ spoke, as necessary to all real joy. And why should we object to accept Christ in fact, while insisting upon accepting Him as a mere sentiment? And the echo answers, why?

INSUFFICIENCY OF A SINGLE TAX ON LAND VALUES.

BY W. H. STUART.

Five years ago, in a communication to the *San Francisco Star*, an able single tax paper, I pointed out, for, I believe, the first time, the shallow fallacy in the single tax theory, that economic rent would produce sufficient revenue for public purposes. Henry George in "Progress and Poverty," and in all his subsequent writings up to his "Let-

ter to the Pope," assumed that present rent was economic rent. He took it for granted that the rack-rents and competition rents, now exacted by private land owners, would be under a single tax regime, transferred to the state without diminution. In his "Letter to the Pope" he, for the first time, showed that he distinguished the difference

between economic rent and monopoly rent, due to the mere monopolization of unused land, which the adoption of the single tax would render impossible.

It may be admitted that other economists, on discussing his theory, fell into the same error. Francis A. Walker, for instance, taking it for granted that George's assumption was correct, based a strong objection against the single tax that the proceeds of rent would be so great in amount as to debauch and corrupt those who had the handling of it. Prof. R. T. Ely also, in an exposition of the workings of the single tax, used an illustration showing he accepted Henry George's assumption as to the sufficiency of a single tax on land values. I criticised in the *Baltimore Critic* Prof. Ely's easy acquiescence in George's shallow assumption, showing the difference there must be between rental values under private monopolization of unused and vacant land, and what would obtain under a system that would throw all unused and vacant land upon the market; that is to say, the difference between present "monopoly" rent and pure "economic" or "natural" rent, as contemplated by Ricardo in his Law of Rent.

It is due to Prof. Ely to say, that in a private letter he acknowledged that my point regarding the great diminution in rental values that result on the adoption of the single tax was "well taken" although, he added cautiously, "It would, of course, be impossible to say just how much economic rent would be diminished." I have no doubt that Gen. Walker would, if the matter was brought to his attention, promptly acknowledge that his estimate of rental values under a single tax regime was grossly exaggerated.

A curious illustration of the obtuseness of the single tax intellect on economic questions is furnished by the fact that although I have repeated the argument in more than a dozen papers and magazines throughout the country, yet I doubt, judging from the replies made, if there is an even score of single taxers who now understand my argument.

In answer to a contribution to the *Twentieth Century* on the subject, an intelligent (?) single tax correspondent replied, "that Mr. Stuart's argument only emphasized the importance of the single tax," (?) totally unconscious of the fact that my argument, if correct, reduced the single tax theory to an absurdity.

The general consensus of opinion among single tax writers is, that not only would rental values not decrease, but that, on the contrary, they would greatly increase under a single tax regime. This opinion appears to be based on another economic delusion, viz.: that if vacant land was

not held idle by private owners for speculative purposes, that all land would be occupied. Their favorite method of giving expression to this idea is the scornful reference to the dog-in-the-manger policy of the private owner of vacant land, and the assumed efficiency of the single tax in forcing all such "to improve their land or abandon it to those who will." The implication being that all land might be profitably occupied, a most ridiculous assumption. Thus the *Standard*, sometime before its suspension, declared that the adoption of the single tax in New York City would have the effect of "covering every vacant lot with a factory." While the editors of the *Baltimore Critic* and the *Detroit Evening News* have declared, in answer to my article, that the adoption of the single tax would bring into use every foot of land in their respective cities. Probably every editor of a single tax paper has made a similar statement regarding his own city. It is everywhere assumed that upon the adoption of the single tax an area capable of supporting a population of one billion would, by some occult and mysterious means, become at once populated; that men like those of Roderick Dhu would spring from the very earth and populate its waste places.

However, there are a few single taxers who understand my argument regarding the difference between present rent, due to the private monopolization of unused land, and economic or natural rent, under a system that would make the holding out of use of vacant land impossible. Among those is Edw. J. Shriver, who in the *January CONDUCTOR*, under the caption, "Sufficiency of Single Tax," comes to the rescue and tries to defend what the caption of his article implies.

Before considering Mr. Shriver's defense, let me briefly recapitulate my argument in the premises. It is this: Under our present system of land tenure our whole continent is virtually monopolized by private owners who are holding out of use, for speculative purposes, ninety per cent of the land, for it is well known that less than ten per cent of the present area of land is in actual use. Rents are enormously high and inflated, not because there is not sufficient land for twenty times our population, but because the land is all monopolized and held out of use for the purpose of realizing speculative values some years hence. That is to say, the supposed future value of land is now discounted. This must, of necessity, force up the value of occupied land enormously. While along-side of some suburban lot, for which you are forced to pay an exorbitant rent, there may be several lots lying idle, that fact does not help you, for the owners will expect a similar rent, expecting that increase in population,

will, in a few years, enable them to realize a profit on this investment. This they are enabled to do by the universal practice of assessing vacant land at from one-fourth to one-tenth of its value, while improved land is usually assessed at fifty or sixty per cent of its selling price.

Everyone who has lived in a rapidly growing town or city that has suddenly stopped growing, either temporarily or permanently, has noticed the enormous reduction in rents that at once takes place. An excess of ten per cent more houses than are required will frequently cause rents to decline to one-half, and sometimes to one-fourth of former rates. Such a reduction actually occurred in this city upon the cessation of our "boom" a few years ago. Houses that formerly rented for \$50 per month, were reduced to \$15 and \$20, and in the suburbs dozens of houses were given rent free so as to enable the owners to maintain their insurance. Now, if an excess of ten per cent of houses makes such a difference in rental values, what might we reasonably predicate of the reduction of rental values of land that would result on the adoption of a system of taxation that would throw upon the market, not ten per cent more vacant land than could be immediately utilized, but ninety per cent? That would make it impossible to hold out of use a foot of land for which there was not immediate use. The reduction would certainly be enormous.

With twenty times more land than there was present use, not half of which will be occupied within a century, it must be evident that economic rent would be merely nominal. Only the choicest business locations in our cities would command any rent whatever, while considering that one-fourth the area of the state of Texas would be amply sufficient to supply the agricultural wants of double our present population, it must be equally evident that agricultural land, except in immediate proximity to our towns and cities, would have absolutely no rental value. I have estimated the reduction in rental values that would ensue on the adoption of the single tax, as from one-tenth to one-twentieth of that now exacted by private land owners. If my estimate is approximately correct, the shallow assumption regarding "the sufficiency of a single tax" is reduced to an absurdity.

Let us now take up Mr. Shriver's defense. That gentleman, it may be remarked *en passant*, is one of the leaders in the single tax movement, he is one of the directors of the National Single Tax League, and a writer on the single tax theory of acknowledged ability. It may also be assumed that, living in the same city with Henry George, and no doubt on intimate terms with him, that he

has had the advice and assistance, in this case, of the "greatest economist on earth."

Mr. Shriver starts in with the gratuitous assumption that "the most immediate and inevitable effect of the single tax would be to increase production by bringing into use land of high capacity now held idle." This statement assumes that the land now in use is insufficient for the needs of the population. This is mere nonsense. On the contrary, increase in the use of machinery in agriculture, and concentration of capital in manufacturing is continually decreasing the area of land necessary for production, relative to the population. Ten thousand acres of bonanza farms, producing, with less labor, much more than the same area in small farms, while the "department" store displaces a hundred smaller competitors, thereby effecting a great economy of space, in addition to labor. The adoption of the single tax would not have the slightest deterring effect on this rapid concentration of capital, on the contrary, would only hasten it, by enabling the capitalists to withdraw the fixed capital now invested in land, and use it in increasing the amount of labor-saving, or rather, labor-displacing machinery, thus making it still more difficult for the man of ordinary means to compete, thus throwing production into the hands of a continually decreasing capitalist class.

Therefore, Mr. Shriver assures us the answer to my argument regarding rental values, "presented itself to me in the purely abstract form * * * the resultant of that competition, calculated for a smaller difference, but as a total production larger in exact proportion as the difference is reduced, must necessarily show at least equal figures of rental values."

I must at once confess this "abstract" presentation of the problem has knocked me—figuratively speaking—into a concrete "cocked hat." I asked a single tax friend what he thought of this "abstract" presentation of the argument, and he promptly replied: "My dear fellow, Shriver has just 'done you up in one round.'" "Yes, of course," I said, "but what does Shriver mean?" Whereupon my S. T. friend looked grave, suddenly pulled out his watch, remembered he had an "engagement," and vanished. It worried me, I read it backwards and forwards, I tried to read "between the lines," and I tried reading every alternate line. I'm "up" in the cipher business, and tried to discover the meaning in that way, but all to no purpose. But all no use, it beat me as badly as Brother Gros' "disequilibriums" and "statistics."

However, fortunately, Mr. Shriver is by no means confined to an "abstract" presentation of the subject, he also deals in the concrete. He

says: "Not satisfied with the abstract statement, however, I have endeavored to work out a suppositional case founded as nearly as possible on existing conditions." He therefore "assumes the existence of five parcels of land of, varying degrees of capacity for the production of wealth, and that all the land lying about it is free to use and of absolutely uniform quality, a given amount of labor upon any portion of it of equal size to the plats in the special tract under consideration, producing, say \$350 a year." He goes on to say that one of the parcels designated as A is of the same productive capacity as any of the outside plats, that the next above in grade, B, will produce \$1,700 a year, the next, C, \$1,850, the next, D, \$2,450, and the highest, E, \$2,750. Mr. Shriver is careful to say that he uses these "figures for the purposes of easy calculation," and that, "we will then have a fair analogy to the position of any city in relation to the surrounding rural districts." But the analogy is anything but fair. It is impossible to imagine any such difference in productive capacity, under such conditions of free access to land. Under such conditions it is simply impossible that one tract of land could be eight times the value of any other. Then, for the purpose of raising sufficient revenue from the four tracts having any rental value, he capitalizes the value of the land on the basis of their supposed rental values, which brings the selling value of the three parcels up to respectively, \$2,500, \$12,500 and \$17,500. Then he assumes that the speculative holding out of use of B and D would increase the values to \$22,500, \$25,000, \$35,000 and \$40,000 respectively. Then he adds improvements on C and E of \$65,000. He then compares the difference in revenue that would be derived from such land under our present system and under the single tax, and reaches the conclusion that the amount would be the same. To prove his theory he uses the extraordinary argument that the saving to the user of land, by being exempt from all taxes on the improvements, would naturally add to the economic rent of the land. So that while assuring opponents of the single tax theory, that the single tax on land, in cases where the land and improvements were about equal value, would not exceed present taxes on both land and improvements, he now, in an endeavor to prove the sufficiency of a land tax, assumes that the saving effected by the non-taxation of improvements would increase the economic value and rent of the land! That I may not be accused of misrepresentation, I quote his own words: "The increase in the fund available for taxes over the natural economic rent being due to the fact that each lot would be worth just as much more to use (in addition to economic rent proper) as would

be represented by the saving in taxes on the improvements on it."

So this is the best that can be said in defense of the "sufficiency of the single tax," by a leader in the movement, who has access to the advice and assistance of Henry George, Louis F Post and Thos. G. Shearman? Well! Well!!

Mr. Shriver's efforts show that apparently intelligent men will defend economic superstitions with the same pertinacity that others do theological ones. The constant single tax assumption, that free access to land would abolish involuntary poverty, is on a par, intellectually, with the assumption that a whale swallowed Jonah; and Mr. Shriver's arguments in support of the "sufficiency of single tax" are quite on a par with the argument urged in support of the theory that the sun at one time stood still while the Israelites "dressed up" their enemies. The fact is, the times have changed. When "Progress and Poverty" appeared, not one in a thousand who read it had previously given economic questions a thought. It gave a plausible reason for the concentration of wealth, which many accepted from lack of economic knowledge to discover the shallow fallacies upon which it was based. It is now only received and accepted by the same class. Those who were gifted with the critical faculty, and investigated the science of economics, apart from the few platitudes found in that book, soon outgrew the belief in the single tax theory. I have met many single taxers, and have corresponded with more than a dozen who wrote in defense of that theory, yet I have never met one, and have corresponded with but one, who has read "Capital," the great work of Karl Marx, a work that can no more be ignored by the student of political economy than can Charles Darwin's great work in biology. Indeed, I doubt if one single taxer in a hundred has ever seen a copy of the book. While scores of professors of political economy throughout the world are preaching more or less in favor of socialism, (a much more radical theory), not one man of even moderate eminence as an economist advocates the adoption of the single tax as a remedy for existing economic and social conditions.

The only possible merit that can be credited to the single tax is that speculative holding of land would be impossible. But I have before pointed out that this could be accomplished by the enforcement of present land laws, which direct that all property, real and personal, shall be assessed at its "fair cash value." The enforcement of this law would throw upon the market thousands of acres of coal lands, and millions of acres of the finest agricultural land in the world, and also

hundreds of thousands of business and residence lots, now held out of use because such vacant property is assessed at from one-fourth to one-fortieth of its selling price. Let us try this plan, before we adopt the scheme of confiscation contemplated by the single tax.

"IN THE MIDST OF LIFE."

BY LEWIS HEWS.

"Jessup, don't you hear me? What makes you sit there like a chump? I know perfectly well what I am talking about. Go at once for Miss Mason."

"Forgive me, old boy, I really thought you was delirious. Of course, I will send for her if you wish it. Is there anything I can do for you before I go?"

"Thanks, no. Yes, you may send Dr. Bond up as you pass the office. I must know the worst."

"Come now, don't get that in your head. You're not going to die. You must not, George Carey, we can't do without you."

The sick man gratefully pressed his friend's hand, then motioned him away.

"Go, and hurry. I must see her before it is too late."

While he is alone, let us take a look at this man who is expecting soon to cross over to the majority. He is tall and powerfully built; not at all handsome, and yet there is something so wonderfully attractive in his face that even strangers often turned to take a second look at him. Smooth shaven, with the bonny blue eyes and dark curling locks of his Irish ancestors. And when he smiled. Ah, there lies the charm. Sometimes 'twould be a merry smile and his eyes would twinkle with pent up mischief, again they would seemingly darken with seriousness, but, no matter in what mood you found him, "to know him was to love him."

I am not trying to picture a young hero; only telling facts about an honest, upright man, a man such as there are few like in these days of greed and selfishness.

He had started in life as an extra freight brakeman. A poor enough start in all conscience. But, as he had cast his lot with them, he was determined to stick to them and make the best of life. In a few months he was given a regular job. He worked steadily and saved his hard earned wages until he had quite a neat little nest egg for a rainy day. Then one day he "laid off and went home," and when he came back he brought with him a pretty little lady to share his joys and sorrows and brighten the little rented cottage in which they were to live.

And what a surprise "the boys" had prepared in

the dear old lodge room, with the help of their wives and sisters, for "Brother Carey." For he was a prime favorite with them all. A banquet, and afterwards a ball and loads of useful presents from their host of friends.

Those were happy days, when he and his "little wife" settled down in their humble home, each resolved to do their part toward owning a home of their own one day. Several years later he was promoted, and now, with his salary increased, he was able each month to lay by quite a nice sum.

Two bonny, blue eyed girls had come to bless his home, and he had not only bought the much talked of little home, but some other little property besides. So the "wife and babies would be well provided for, in case anything should happen."

And at last it *had* happened, and we find him lying here in a private ward of the hospital where loving hands had carried him after the wreck. Soon the babies, always his babies, although they were now nine and eleven respectively; soon they would indeed be orphans. For the little mother had "crossed over" two years before.

And now, standing beside him is a slim, brown-eyed little woman, apparently about twenty years old. She is holding out her hand and saying, "Oh! Mr. Carey, I am so sorry." He took her hand and simply said, "Thank you, it was good of you to come." Then drawing the children, who had come with her, to him, he kissed them both and said, "Run away, now, little ones, for a little while, with Mr. Jessup; papa wants to talk with Miss Nellie. You may come back directly."

When they were alone he said, "Do you know why I have sent for you? I am about to ask a great favor of you, and I hardly dare do it. Promise me you will try not to think hardly of me, little friend."

"Oh! Mr. Carey, ask me anything. You know there is nothing I would not do for the children. Is it of them you are thinking?"

"Yes, it is of them. But first I have a confession to make to you. If this had not happened, I do not think I would ever have told you, but now I have only a few hours to live, I must speak. Nell, I love you. God help me, I could not help it, and I never let *her* know it. I was always

true and good to her, you know that, but ever since that blessed summer day four years ago, when you came to our home to visit your old friend, *my wife*, I have known that I never loved until then. Do not look so shocked. I know it was wicked, but I could not help it, and it was a heavy burden. I never meant you to know, even after she died, for I felt that you was not for me. You, so young and gay, with the world before you to choose from. How could you love an old man like me. Why, I am fifteen years your senior."

"But it is different now, dear little friend. Will you come to me now and be mine, all mine, for the few brief hours that are left me? It will make me so happy, and 'twill not be for long. Then I will have the right to leave my little savings to you, and I will know that my darling babies will be provided for and well raised, and you will have the legal right to protect them and keep them from being robbed. There is enough for you three to live comfortably all your lives. Do not be afraid, I shall not get well. Say yes, dear."

"George, you *must* get well. I want you."

"Oh! you blessed girl. Do you mean it? But no, you only say that to comfort a dying man. It is very good of you. You have made me very happy. Call the children, please."

She led them to him and he put his arms around them and kissed them.

"Lucy, you were always papa's brave little woman, and you must be brave now, and not cry. Papa is going away and leave you with Miss Nellie, and you must promise me that you will always love her and obey her and teach little sister to be good to her, too. She has promised to be your little mama and you must love her for papa's sake."

"Oh! Yes indeed, sweet papa, we love her now, but we will love her more if you love her too. Do you?"

"Yes, dear, very much indeed."

Was ever so sad, so strange a wedding party assembled? Was ever a bride so pale and sad? And yet, there was a look of peace and happiness on her face that made her look almost beautiful. There were only a few friends present and her brother and sister. They had begged her not to do it, but, when they found 'twas useless, gracefully gave up and came with her.

After the white-haired old minister had pronounced them man and wife and had blessed them, there was a painful silence until he repeated softly, "until death do us part." There was hardly a dry eye, for they realized that, even then, death was hovering near.

She knelt beside him and pressed her lips to his and whispered, "Don't leave me, dear, at last I have met my affinity."

"God bless you. You are not sorry, then, for what you have done? You *do* love me and I am content to go. He has called me."

He motioned them away. "Go. Leave me with my wife, we have much to say to each other." And he smiled one of his old, sweet smiles we had not seen for so long.

She stayed by his bedside for two days and nights, hardly leaving to get a bite to eat, and then the end came. He had suffered much, but the end was painless. He went to sleep with her arms around him, a contented smile on his lips.

The Brotherhood, for which he had worked so hard and so long, laid him away right royally. 'Twas the last we could do for one whom we all loved and honored.

She went home with the children, to the home he had left them, and settled down to a quiet life of labor. A strange life for one so young and pretty, you will say, and so said the world, but she did not mind. She never sent the girls to school, but taught them herself for several years, and then she had a teacher come to the house, a quiet little woman, who, like herself, was a widow.

It has been ten years since George Carey died, and his widow still lives on at the old home. The youngest girl is married and has a home of her own. It seems strange to think of little May being married first, but Lucy was always "old womanish."

This afternoon Nellie Carey was sitting in the garden. Her sewing had slipped to the ground, but she had not missed it.

"What are you dreaming of, mammy, dear?" And Lucy came and sat at her feet, and laid her head in her lap.

"Of the time when I shall lose my other girl, my comfort. What have you done with Mr Clark?"

"I've sent him away. I shall never marry. I want only you, dear, and we'll live for each other and be as happy and as free as two little birds. You do not care? You did not want me to marry him, did you?"

"No, no, love. A thousand times no. I only want you to be happy. Come, let us go in, supper is ready."

STOLEN AWAY.

BY FRANK A. MYERS.

Nettie Covert was a good girl, but she loved a man whom her aristocratic parents opposed, on the ground that he was moneyless and a railroader.

In those days, thirty odd years ago, Covert's class of people pretty generally said, "O, a railroad man's no good on earth."

You old railroaders today, don't you know that was a base slander? Of course you do. No use to ask the question.

Nettie's mother was not so strenuously opposed to Jim Holland, though, heaven knows, she was bad enough, as her father was. He was violent—crazy!

Jim was a conductor on the first road in the state of Indiana—running into Madison. They both lived at Columbus, Indiana.

Jim was a fine looking fellow. His friends said he had a councilmanic air, because he was dignified. And still he was a hale fellow well met; and no man was heartier with his friends than Jim.

Covert had gotten rich shipping and dealing in corn and pork—the boys all said "hog and hominy." When he set his head, he was a most unreasonable man, and his family felt his tyranny all the time.

Jim always said he didn't care for the "old man," as he called him; it was the "girl" he was after. And when Jim once set his heart on a girl few ever escaped whole-hearted. The boys all said he charmed 'em. The truth about it is he was a very winning fellow, and he carried off many hearts that he never laid regular siege to.

Nettie was an only child, and the very heart, so to say, of her parents. They doted on her, wished her all good things, and, above all, wanted her to marry well. So they could not bear to see Jim Holland paying court to her, and to notice that she permitted his attentions with something like a soft, pleased smile and an inviting, satisfied air. In other words, they saw *their* daughter love a young man very far below them socially and every way, as they said.

One beautiful Sunday afternoon Jim opened the gate and passed up the walk to the fine house. Nettie met him on the veranda, and they sat down there. A shadow was on Nettie's sweet face. Something was wrong, for her gentle, sensitive face was a mirror of her feelings.

With feminine confidence in a strong masculine sympathy, she revealed all her trouble to Jim. It was a family affair, of course, in which she and Jim were the chief sufferers. It required but a

word to tell it all, and that was that her father and mother both were "dreadfully opposed" to her "going with" him. Jim "fired up" at this and, sitting straight in his chair, said hotly:

"Nettie, if you will stay with me, it don't matter what your—"

He paused and thought. Perhaps disobedience to the parental authority was not the right counsel to give. But how about parental tyranny? Well, that would justify any degree of rebellion.

"I'll stay with you to the very end," she said very seriously, letting her sweet dreamy eyes rest full upon his determined orbs.

And thus they plighted their loves. Then they talked for more than an hour. What they said is too sacred to transcribe to this page; but you know, gentle reader, just about what nice things they said, for haven't you said them yourself more than once—words you never tire hearing repeated over and over? Of course you have—you know you have!

It happened this way:—While Jim and Nettie were still wandering hand in hand in the beautiful, dreamy paradise of heavenly love, Mr. Covert himself appeared on the veranda. In a cold, commanding voice he growled:

"You're wanted inside, Nettie."

He pointed his finger toward the open door, showing her the way like an animated guidepost. She felt she dared not resist that power, and she unwillingly arose. With a lingering, appealing look at Jim she passed through the door—gone, swallowed up, as it were. The look of shame on her face at that instant Jim never forgot.

Jim's eyes flashed. It was a base insult. He felt like mashing the old villain through the floor, and he would have done it, too, for a cent. The scowl on Covert's face Jim knew was all for his particular benefit. But Jim didn't care for his looks or his feelings; he was hurt for Nettie's sake. What must her feelings be? What sense of disgrace must crush her down? Jim knew why this was done, and it stirred the lion in him. But he was supremely cool. He would be a gentleman, even to this old dragon.

Now it was Jim's turn. The furious old dog turned haughtily to him, and, with a stern, mean look and a hot, hating voice, said:

"Leave here at once, and do you never let me see you here again. I'll none of it—you hear?"

"I hear, sir," said Jim, proudly holding his head up, superior to the man, Covert, before him.

In manliness Jim was far his superior, but not in pocket.

"Aye, sir!" tauntingly, rebukingly.

"I understand you," resumed Jim. "I know why. This is your home. I respect your legal rights and go, sir. As a gentleman, sir, I have no words to bandy with you."

Proudly and firmly Jim walked along the flagged footpath to the gate, for the purpose of making an impression on Covert, and coolly opening the gate, passed out and away.

"Nettie willing, and I believe she is, I'll beat the old fool yet," mused Jim.

But time wore on and Jim could neither find nor hear of Nettie. She was not at home, and where was she? That last look she gave him as she passed through the door out of his sight forever, became so intensely photographed on his mind that he saw it always—slipping in between his eyes and everything else.

Nettie passed into the house away from Jim—and under the rod. On the very next day she was sent to Boston to school. She knew that meant a parental war to the bitter end on her sentiments for Jim Holland, and she only grew the more fond of him. As in most cases, their opposition to Nettie and Jim only made them love the more.

Letter after letter was sent from Boston to her lover, but, some way, they never reached their destination. Jim always believed, when the facts once came to his notice, that Covert and the post-master were in collusion in this matter. The truth has never been found out.

While Nettie was young and light hearted, yet she never forgot her first fond, precious love-life. The very memories of it were sweet to her, and furnished pleasure in her reflective moments. Still she entered heartily into the frivolities and joys of her new school life, just as her father designed. It was his hope that these delights would abstract her heart and thoughts from Jim Holland, cause her to see the error of her way, and, falling in love with some dashing Bostonian, finally become ashamed to own that she ever loved this "railroader."

Wondering why Jim never wrote in answer to her letters, she wrote back to a girl friend and inquired secretly about him. She would not think Jim had forgotten her so soon—no!

"Tell Jim to look out," she wrote, "for I'm going to a Christmas ball tomorrow night, and I may find a young Lochinvar there. Let me tell you, Jennie, I've got one of the sweetest dresses you ever saw to wear to the ball. Papa is very good

that way, and sends me all the money for clothes I want."

Nettie went to the ball in very thin clothes, thin dress, slippers, and all. Her heavier winter wear was every stitch laid aside. And she danced until she became excessively warm. Notwithstanding the fact that she was driven home in a closed carriage, on that severe winter night, she caught cold, and almost at once she was thrown into a delirium of fever.

Four days later the attending physician ordered a telegram sent to her parents, saying that if they would see their daughter alive they must come at once. They went, but it was too late. She died a few minutes before they arrived. Consciousness never returned to her. No intelligent word was uttered for Jim.

The remains were brought home for burial, and the floral offerings were beautiful and profuse. It was one of the most solemn funerals that was ever witnessed. So young, so beautiful, so lovely, so joyous, so hopeful, and to pass away from the face of the earth forever! She, who had always had such a horror of the grave, now to find a home in it! It seemed that everybody wept at the spectacle, as the coffin was solemnly lowered into the yawning pit. "Dust thou art, and unto dust shalt thou return."

The news of her demise struck Jim dumb. He could not believe it. It certainly could not be true. There is some great mistake somewhere!

However, he discovered she was in Boston. Maybe the "old folks" had a design in circulating the report of their daughter's death. Perhaps! Jim knew "people" could be guilty of anything.

But when all that was earthly of Nettie was brought back home for interment, then and not till then did Jim believe the report true.

Sad, sad, and broken-hearted, Jim followed, he knew not what, to the cemetery, and with tearless eyes, but palsied heart, he gazed upon the casket. In the glass over the face he saw the one word:

"Nettie."

Like a man in a dream he turned away. What is the world or life? He wondered whether life was worth living now. All the time it ran through his dazed mind: "They slew her to save her—they slew her to save her."

And everybody said the same thing, when they heard the story of her life, that she was sacrificed to parental will.

One thing came to Jim's ears about her fatal illness. In her feverish maunderings she often mentioned the name of Jim Holland.

That was a straw in the great deluge of death.

THE FUNCTION OF GOVERNMENT.

BY J. S. STRADER.

PART I.

Out of the distressing industrial conditions of the last few years is arisen a seemingly endless controversy among the different schools of political economists, as to what are the true functions of government. While it is generally conceded that society as a whole suffers with its working classes in their inability to secure remunerative employment; that its cheerful readiness to support its helpless members is unfairly taxed by the addition of large numbers of men and women physically and mentally capable of taking care of themselves, the question of governmental responsibility for such a condition, or of governmental power to remove or ameliorate it, is a very different matter—"problem," it is usually called. It seems remarkably easy of solution to him who reads but one newspaper, believes only the politicians supported by that paper, and is too busy or too careless to do his own thinking. But whoever reads many papers, listens to many politicians, must either think for himself or "give it up."

My purpose in this article is not to advance or support anybody's argument or to offer a new one of my own. I merely wish to glance back through the political histories of some of our leading governments to find their purpose. The function of a government is to effect the avowed purpose of its organization. So, while the politicians are wrangling over the right (or wrong) of government to interfere in the private relations between employer and employed; while they argue for and against the right of government to fix a minimum price on manufactured goods by means of a tariff for protection (which fails to be protection when it does not); for and against (mostly against) the right of government to fix a minimum price to be paid for labor; the right of government to own railroads and canals or to aid in their building by private corporations; its right to issue money or to give the privilege to certain kinds of banks—while they are arguing all these and the many other propositions that go to make up the "problem," it seems to me that an interested workman—citizen—can do no more reasonable thing than to go back to the beginning and think up.

The science of politics is not, of course, an exact science, so called, like that of mathematics; but science is truth always. If it be obscured then some one profits by hiding it. For instance, the instructor in mathematics gives his pupil the proposition that the sum of the angles of any triangle is 180 degrees. The pupil reads the demon-

stration and he *knows* the proposition is true. He is not asked to believe it or that Euclid found it so. He is surer of the truth of that proposition than of the fact that he is awake; he may be dreaming, but he knows there can be neither more nor less than 180 degrees in the three angles of any triangle. But now suppose the profits of some influential class were in some way connected with the construction of the triangle, so that a 10 per cent increase in the sum of its angles were exceedingly desirable. Then the proposition would be stated that the sum is 198 degrees, and a dictionary full of words would be contributed to its demonstration. From probably the same source would issue a vigorous protest, but the protestants would carefully reduce the truth by 10 per cent. Not merely to make the difference worth the contention, but to remove, so far as possible, the chance of stumbling onto the truth.

Aristotle said (and I should have no need to quote what Aristotle said in this behalf 2,000 years ago, but for the fact that the politicians of today seem to act on the assumption that he then expressed the latest opinion of the American public.) Aristotle said that the best government was that of a democracy where the majority of the people were too busily occupied with their own affairs to interest themselves in the politics of their government. The truth, and likewise the falsity of that declaration are plain enough—from opposite points of view. It was then and is now, a matter of opinion with which this article has nothing to do. We are not looking for the relative goodness of the several forms of government, but for the functions of government—the power, the right, the duty to do that for which the government was organized. In Aristotle's day the minority ruled and the majority fought their elections and their wars. There was always work, however, as well as war, and no man foresaw the end of work—the time when men would plead for leave to work; when men would die for lack of it.

I have suggested a glance through the history of civilization to discover the purpose of the various governments; the carrying out of that purpose, being, of course, *the function* of any particular government. The most careful study of history fails to reveal the precise origin of government among men, for the same reason that it fails to reveal the origin of men themselves. But natural history suggests the idea that the establishment of government is the instinctive following of a law of

nature. Animals that hunt in groups are certainly governed in their relations with each other, either by some law or rule fixed by themselves, or by some power superior to their own. Such laws may not be enforced by penalty, as are usually, but not always, the laws of men, but they are not the less strictly obeyed. Wolves unite into packs of which no two individuals are exactly equally matched in cunning, strength or courage, yet they do not prey upon each other. They combine their individual strength, their agility, to overcome the savage bull, and each enjoys his right to eat of the carcass. They suffer hunger and sometimes kill their kind to cheat actual starvation, just as men do in a similar condition. They kill their cripples but some men (not wholly uncivilized) do this in accordance with established laws, and without the natural reason of hunger or appetite.

To trace the history of our American civilization by beginning in Germany and following the Teuton thence through English history to her American colonies and the United States of today is not a difficult thing to do. Nor is it difficult to arrive at a reasonably clear conception of the proper function of government generally, by following him through the political growth of all three governments, if one does not lose sight of the fact that the mass of the people of any state *ought to be* the real source of the power behind the government.

Going back, say about 2,000 years, when the enterprising Romans had not yet forced civilization upon them, one finds the German barbarian tribes occupying about the same territory now comprised in the German and Austrian empires. They were described by contemporary Roman historians as physically powerful, with fair hair and blue eyes; living in villages, in huts built of light logs and bark; clad usually in the skins of animals; much given to the social enjoyments of their villages, but chiefly occupied with the pursuits of war and the chase. They were essentially a warlike people, and quarrelsome in their drunken revels, but never bloodthirsty. They loved conquest and booty and the ease that came of them. Their prisoners of war were held as slaves to work their land and tend their flocks.

For religion they worshiped Woden, God of the Air, giver of the fruits of the earth; Donar, the Thunderer, in whose care they left the needs of their growing crops; Thiu, God of War, and Nerthus, Goddess of Marriage, to whom they prayed for perfection in their offspring. They exacted the strictest chastity of their women by the penalty of a public whipping. Murder was punished by a fine payable to the family of the person murdered. Thievery, when restitution was not practicable, by condemnation to slavery.

Their laws were few, however, and easily understood; and such acts only were criminal that interfered with the rights of property and the equal liberty of all freemen. There was a limited class of hereditary nobles, descended from illustrious progenitors believed to have been especially favored by the gods, and probably in the cases of some, to have sprung directly from the gods. These nobles had no pay, no privileges of any kind because of their nobility, but their personal influence was very great. Indeed, the pride of family, the loyalty of the relations of kinship, were the most prominent characteristics of the early Germans. Chiefs of tribes were usually selected from these families, and the chief had no political power beyond his one vote in the assembly composed of every freeman of the tribe. That is all there was of their government, except that for purposes of extended war, offensive or defensive, the several tribes concerned would unite to elect a temporary commander of the whole. It was purely democratic, in that every freeman enjoyed political and personal rights precisely the same as those enjoyed by every other freeman. Slaves had no political rights. In this regard their condition was not different from that of men confined in our prisons of today, but there was no one then to complain of the injustice of their competition with free workmen. It is as easy to understand the functions of that government as it is difficult to conceive of a chance for a dispute among its citizens to determine what its functions were. They knew why they were organized into tribes and groups of tribes. Its function was to secure equal rights for all; it did so by granting special rights to none; and its function was to define crime and punish it; to lay taxes when necessary to the common good. There was nothing of socialism in it beyond their mere agreement to live together in groups, as men must because of their nature, and to live harmoniously, in fairness to each other. The land was common to all, and was periodically divided as was required by changes in population.

Then came the Romans with their civilization and wrought a change. The first army, under Julius Caesar, came down the Rhine about the year 50 B. C., overran and subdued all the country bordering on that stream. They did more; they played upon the ambitions of some of the conquered Germans with titles of distinction and pay for service in the Roman cause; they sowed the seeds of dissension among the tribes, exacted their customary tribute for the lesson in civilization and withdrew. So the next army, under Augustus Caesar, found it comparatively easy to conquer and occupy the whole country. This oc-

cupation continued until about the year 10 A. D., when the Germans, incited and led by a young patriot, Arminius, uprose against them, destroyed their army and drove them from the country. During the Roman occupation much of the land was granted to individuals. The chiefs of many tribes were now called kings; but their power was little more than that of their former station. They were elected by universal suffrage, as before.

The christianity of the Germans came from France in the eighth century. At this time, as a result of the influence of the Roman example, most of the states had been divided into counties, presided over by counts appointed by the king from his personal adherents. The kingdoms were not hereditary; they were still elective and quite democratic, but for the fact that voters were not consulted in the appointment of the nobility, who held their lands as pledges of military service to the state.

The method of the French generals was to convert as many states as practicable in any given campaign, create desirable offices, and then hold the king and his officers personally responsible for the permanency of the conversion. Of course, there were peaceful missionaries, but their work was rather supplemental to that of the soldiers. Only the Saxons, however, of all the German tribes, still clung to their old tribal forms. Hordes of them had already gone over into England and were now the dominant people of that country. Those who remained steadily refused to put themselves under rulers on whom their conquerors could rely to hold them in subjection. After each defeat they were again the same old pagans, ready to renew the struggle which continued for thirty years before Germany was wholly christianized.

Charlemagne, who finally accomplished this, was crowned emperor by the pope in the year 800, and thus became the sole ruler of Germany. He established many churches, gave them much land from the public domain, and conferred on the bishops he had created, legislative and other powers that had hitherto been exercised only by the people in their assemblies. The people were not asked for their consent, of course, to such an arrangement, and the institutions thus thrust upon them hardly deserve the name of government. The emperor, with his residence in Paris and Aix la Chapelle, could enforce no real authority at such a distance. His only authority, coming as it did from the pope, was used as a pretext by the ecclesiastical dignitaries to advance their own fortunes. In the contest for supremacy between these and the kings elected by the people, the voters were useful only as a support for one or the other party. Their own interests seem to

have been entirely lost sight of. When it was deemed expedient by king or prelate to assert the emperor's authority it was so asserted, and if possible enforced. When his authority was inconvenient it was disregarded. Every man who could command a personal following was loaded with privileges to insure his allegiance, and he retained his privileges by the same method with his inferiors. The kings desired the succession of their sons, and it soon became the custom to so elect them. And after very many years they claimed the right, without the formality of an election. Up to the time of the Reformation, about 1520, there was little effort to enforce the control of the emperor over the German kingdom, still nominally subject to him.

At this time the emperor was also king of Spain and Sicily. He denounced Luther and called upon the German princes to suppress him and his protestantism. But many of these accepted the protestantism of Luther, and found in their religious zeal a convenient reason for uniting to secure their own independence of the emperor; and after 160 years they succeeded in doing so, and Germany was divided into as many hereditary despotisms as there had been elective kingdoms. The nobility were firmly fixed in their places. Their titles to the lands and privileges they held were disputed only among themselves. It was the business of their supporters—at that time called retainers—to fight their battles and contemplate the glories of their station from below.

There was not yet an end of strife. Each kingdom was jealous of the power of all the others. It soon developed that Austria and Prussia were the most powerful competitors for the supremacy of the whole, and the ambition to reunite Germany into an empire under a genuine German ruler seemed to be worth the spilling of rivers of blood. But the French revolution, at the end of the eighteenth century, dispelled this ambition for the time. Napoleon left little of Germany to be contended for. Austria was finally thrown out, by King Wilhelm of Prussia, under the management of Bismarck, in the war of 1866. The heads of the other states were glad to unite with Prussia to form the German empire, and thus was realized the ambition of the prince of the house of Hohenzollern, whose progenitor in the sixteenth century founded his hereditary right to rule by paying an impecunious king \$300,000 for a temporary appointment to the possession of the duchy of Brandenburg. His possession was retained by the simple method of clinging to it and bequeathing it to his posterity.

The German empire now comprises about twenty-five states, each represented in the em-

peror's council, which is presided over by a chancellor appointed by the emperor. The people are represented by a national legislative assembly elected for three years by universal suffrage. Members of the assembly serve without pay, but are privileged to ride free on the railroads, most of which are owned by the government. The emperor has the power to dissolve this body and order a new election if he cannot control their legislation. All laws must have a majority of the assembly and of the council as well as the sanction of the emperor. No legislation can be effected without his consent. One man blocks the way to progress in any direction but that of his own choosing.

There is no need here to determine or define the function of this government. Whatever it is,

its essential element is that of command. To perform its function it must be backed by an army of which every able-bodied male is an active member from his twenty-first to his twenty-eighth year. That is, every able-bodied man, whatever his social condition, or that of his family, must give those seven best years of his life to the enforcement of the commands of his government. And rather than stop to speculate as to whether its functions ought, or ought not to be different, I think I can better serve the purpose of this article by going on and skimming the English political history, in which the Germans were, from the start, the controlling factor, under very different conditions; and then to follow their descendants a little more carefully through the construction of our own government, under still more widely differing conditions.

OUR NEW YORK LETTER.

Perils of the sea have been very present with us during the past few weeks and especially so while the uncertainty existed as to the fate of the French steamer *La Gascogne*, which was so long overdue in reaching this port. Our inland fellow-citizens, unless it may be those who, living on the borders of the great lakes, have some experience in this line, can have but little conception of the intense interest that exists among those of us who dwell, as it were, at the gateway of the continent, in the fortunes of the vessels which weave such an unbroken web between us and foreign shores. Accustomed as we are to thinking of the ocean as a great ferry, the crossing of which on pleasure or business is a matter of so frequent occurrence for thousands of our citizens of all ranks as to have lost all its old-time importance, there yet come occasions when it assumes as dreaded an omnipotence as it ever boasted. It had been a long time since one of the big liners had suffered serious disaster; but the horror of the *Elbe's* sinking was still fresh as a suggestion that no one of the works of man could yet be deemed wholly secure; when *La Gascogne* vanished from sight and for a week the vastness of the sea, in spite of what seems to be the throng of vessels constantly crossing it, was brought vividly to mind by the total lack of any news to tell us whether she, too, might not have gone down, with all on board. New York is such a selfish, pushing place—where every man, and every woman for that matter, must needs struggle and fight so continually to keep on their own feet, as to quickly lose much thought for their neighbors—that it was a pretty sight to see the genuine concern which prevailed for that week as to what

might be the fate of the missing vessel and of the souls it carried. and when the good news came that she was after all safe, there was a great general sigh of relief; and then we all turned our thoughts away and in another moment almost, the incident was forgotten with an ease equally characteristic of our Parisian or Athenian-like polyglot population.

One subject that holds popular interest to a surprising extent is the long-standing tenement house problem; though it can hardly be said that the more well-to-do classes stand in such breathless suspense over their fellow citizens who are suffering from day to day the torture of perpetual and hopeless privation, as they do at the danger of a more sudden death which seems, as in *La Gascogne's* case, to threaten comparatively a handful of people; nor would it be natural that they should, since miseries even of our own, that become habitual, soon lose the keenness of their edge. But the agitation for reform mentioned last month, continues with unabated vigor; though, unfortunately, still on lines that promise but little of good result. One hopeful sign in connection with it was the temper of the audience at one of the recent meetings on the subject. At this meeting enthusiastic applause greeted Henry George as he pointed out that it was not pottering aid that was needed, in the direction of the Sisyphean efforts to improve the tenements in face of the business instincts of landlords and the pressing needs of tenants which force them to accept the cheapest accommodations solely because they are cheap; but a wider movement to open up the opportunities for labor and thus make it possible

for working men and women to earn more and consequently, to spend more. Coming at this time, the whole discussion, by the way, is in absurd even though pitiful contrast with an article in *Scribner's* that appeared not long ago, in which the writer treats of the necessities of life, and gravely lays down the theorem that \$2,200 a year is barely genteel poverty, and that for a very modest competence, from \$5,000 to \$8,000 is required. To anyone who happens to know that the author of this very article was, certainly a few years ago, struggling along on considerably less than his minimum figures, and that there is serious reason to doubt whether he is even now within reaching distance of the higher ones, there may be a suspicion of sarcasm; but it serves to illustrate how our people have grown apart when such an article is possible without exciting special comment as to its extravagance, when here in one of the greatest wealth producing centers of the world, there are perhaps a million and a half of people to whom anything like \$2,000 a year is hopelessly unattainable, and to a very large percentage of them, it would mean almost inconceivable affluence.

Another thing that is beginning to stir our citizens is a determined warfare that has been begun on telephone rental. The method that has been adopted—by legislation to restrict the charges—is of doubtful feasibility as well as of doubtful wisdom, since monopolies such as this generally find means of evasion; but the abuse itself is unquestionable. For what is really a poor service, handled by underpaid and indifferent employees, we have to pay \$240 a year, rental; and on top of this is saddled a system of tolls whenever one wishes to communicate with any of the more distant sections that are really part of the city, which are charged up to the user by a method of book keeping, the mysteries of which no one has yet been able to solve. The remedy for this condition of things would seem to lie most naturally in public ownership of the lines, this being certainly one of the lines of industry where monopoly is unavoidable. Cheap rates, at least, would thus be secured, and the difficulty as to efficient operation, which is the usual bugbear to government enterprises, might be met by placing the management in the hands of officials elected by telephone users only. In smaller places, where the use of a convenience like this is not so essential, and the opportunity for extortion less promising of great profits, the problem is perhaps less pressing; but with us it has got to be among the most serious ones, and we are rapidly working up to a state of indignation that may actually produce a small measure of amelioration.

A pet subject for general complaint has always been the cleaning of our streets, a duty in which one official after another has succeeded in failing most lamentably. The truth is, that with the enormous traffic of New York, our pavements are such that they are impossible to keep perfectly clean; and then there is a tradition of parsimoniousness toward this department that we have not outgrown. The astonishing thing is that anyone can be found to undertake the task, for all that do are most impartially abused. But a fresh victim is obtained each time that the old one is driven out, and usually a willing victim; doubtless because of the secret conviction which most of us have, that we are the only really efficient people, competent to succeed at that in which others have failed. The latest incumbent has come in on a tidal wave of reform, and, therefore, has been spared thus far the criticisms of those papers that are usually most severe; but in private life, men are beginning to hint that the streets are no cleaner than they ever were, notwithstanding that more money has been spent than ever before. For one thing, he had to tackle at the outset—as has happened, by the way, with a number of his predecessors, since new appointments are most apt to be made at this time of the year, when the mayor assumes office—the worst snowstorms of the winter; and New York is less fortunately situated in respect of these than any other of our large cities; those with milder climates being more exempt from snow, while those further north or more inland can more easily adapt themselves to snow conditions. But with us it is expected that the snow shall be promptly cleared away, without leaving any muck behind, and on an expenditure of money that is ridiculously small, compared with the size of the town. It never gets done, but the expectation is just as confident as ever each year; and each year the newspapers that back the commissioner tell us that the snow is all gone, even though we see for ourselves that this is not so, and the papers which oppose him say that such a condition was never seen before; which, with the habit of human nature to believe evil rather than good, we are usually more ready to accept. To tell the honest truth, the worst condition of the streets in recent years was under the last complete reform administration, when the work was in charge of a particularly rascally politician, who crept in with the reformers and ultimately got entire control of their organization. We are not as badly off now as then, but no better off than we were a year ago; and one of the funny incidents of the situation is that the commissioner, who was understood to embody both scientific knowledge and business

principles, started off with the highly unbusiness-like performance of spending \$50,000 more in a week than he supposed he had spent. In consideration of the cause, he was let off fairly easily, but it came with a terrible shock, for economy is one of the things that a "business administration" is most apt to plume itself upon, even when it is economy that is really detrimental to public interests.

It is odd, by the way, how much harder it is to get money for a public purpose than for a private job. Something has been said before in these letters about the Hawaiian annexation scheme, and how it was being engineered in the interest of a pack of sordid adventurers who, getting their foothold in the Sandwich Islands in the name of religion, had first wheedled the natives out of all the valuable land and then manipulated a revolution to give them political as well as financial ownership of the soil and the people as well. We all know that the twin sentiments of national pride and love of republican government have been appealed to most skillfully, and that the baser passion of jingoism has also been stirred up, which is, after all, another sort of patriotism gone

to seed, somewhat akin to the provincialism which imagines its own land and people necessarily best, usually because it does not know much of the outside world. And so it is hardly surprising to see the success which the scheme has had on these lines. But now they come forward with a strike on the United States treasury for a cable that can be of no possible use except to increase the value of their sugar plantations by placing them in closer touch with the world's markets; and it goes through the senate slick as grease. To be sure, the United States senate, in these days, is a poor place to look for opposition to axe-grinding, but there is no storm of public indignation as there ought to have been. But then, we are a long-suffering people who like to be humbugged; and if anyone will only wave the American flag and talk loudly enough about the duty of national honor to promote some job—in private hands, of course,—he can usually unloose the public purse-strings in his favor. If anyone doubts this, let him study the history of the Pacific railroads, which were built with the people's money on the strength of just such pleas as are now offered in behalf of the Hawaiian cable.

EDW. J. SHRIVER.

ESTRANGED.

(Written for THE RAILWAY CONDUCTOR.)

You say our paths must lie apart—
That we must meet no more;
You bid me to forget the past—
Those pleasant days of yore;
But I could not if I would, dear friend,
For deep within my heart
My love for you has long held sway,
Is of my life a part.
Brief was the dream, but yet how sweet,
'Twill ne'er return, I trow;
Yours was the victory, mine defeat,
For love lies bleeding now;
Yours was the pleasure, mine the pain,
And yet I deemed you true.
I questioned not your love for me—
I gave my heart to you.
Bright, cherished hopes that once were mine,
Send forth no ray of light
To guide me o'er life's rugged way,
That looms before my sight;
But tho' your love is now estranged,
Think kindly of me yet—
You bid me to forget the past,
I ask, can you forget?

THE WATCH.

(Written for THE RAILWAY CONDUCTOR.)

The midnight hour arrives, but not too soon.
And well beyond the floating clouds may hide the
moon,
For why her mellow light upon the dying year?
A cannon in the distance booms; the great church
bell
Peals loud and long its holy, solemn knell,
And Ninety-four lies shrouded in his bier.
But at thy sepulcher we breathe no sigh;
Nor sing a funeral dirge when old years die
With records fraught with famished, helpless
lives.
How countless are the homes where little ones
have wept
From hunger? through the vows you have not
kept,
To hearth-stones wrecked, to widows and to wives
Now to the annals in a mighty nation's trust
Do we consign thee. And when as common dust,
Both are forgotten, will you cease to lend
Enchantment to the watch? the church bell's
chime?
Will cannons boom when each year dies, O, Time?
When happy Yule-tides end?

—M. M. ALBRIGHT.



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LABOR IN NEW YORK.

Thomas J. Dowling, commissioner of labor statistics for New York, recently made his annual report to the legislature of that state, and in it will be found much that will be of interest and value to all friends of the common cause. In general this report treats of the benefits labor has received from organization, giving the particular benefits in detail and their extent, so far as may be done in such a work. All the conclusions given are drawn from the official records of the organizations, and they cannot fail to give encouragement to those who are convinced that in combination and unity of action alone will be found the ultimate salvation of the workingman.

One of the most significant of the many important facts presented in this able document, is the steady and healthy growth of organized labor throughout that state during recent years. The report for 1888 showed 580 organizations in New York with a total membership of 118,628. The roll now contains 689 unions with a membership of 155,303, an increase of 109 bodies with 36,675 workers. In addition, it must be borne in mind that the total for last year does not include numerous mixed assemblies of the Knights of Labor and mixed federal unions attached to the American Federation of Labor, together with a number of bodies which failed to report to the bureau. The real significance of this growth will, perhaps, be better appreciated if we extend the time of comparison. Of the schedules returned, 655 contained their membership at the time of organization, the number then being 46,397. Since that time they have gained 108,906; or an increase of 235 per cent. Out of all the number reporting only two show a falling off in membership, the coopers and

machine woodworkers and turners, and the causes for this were natural and entirely outside the organizations themselves. When we consider the financial depressions of '87 and '93 and the many other trials to which labor has been subject during this time, the showing must be admitted to be a wonderful one, giving every hope for the future.

Under present conditions one of the chief measures for the success of any labor organization must be its ability to better the condition of its members, both as to wages and working hours, and here the showing is comparatively as good as in the matter of membership. Out of the 636 returns received by the bureau on the subject of wages, 401 organizations say they have increased their pay, 174 present figures showing there has been no change, while only 61 report a falling off in the rate of their pay. Supporting this 543 bodies report that they have prevented wage reductions, 33 say there has been no demand for a reduction, and only 95 are obliged to admit inability to prevent decreases in the rates of their pay. In the meantime the friends of the shorter workday have not been idle, and as a result of their efforts eight hours now constitute a day's work for 32 branches of trade, including a membership of 50,829. Not content with having secured this concession for nearly one-third of their members, the good work is being pushed with every prospect that in a comparatively short time shorter hours will be the portion of all organized labor in the state. In this connection the following extract from the report will be of especial interest to our readers:

"Of the employes on steam railroads, those associated with ten Divisions of conductors state that the rates have

advanced and two others report no change. Locomotive engineers' divisions to the number of nineteen, report an increase, two a decrease, and six no change. Sixteen lodges of locomotive firemen return an increase, one a decrease and five no change. Twelve trainmen's lodges show an increase and twelve no change. Twenty-seven organizations of railroad workmen report a reduction of the hours of labor, two a decrease and fifty-one no change."

On the subject of the financial aid rendered by the organizations to their members the report says, in part:

"That the labor organizations of the state displayed a commendable spirit of generosity during the recent commercial and industrial depression is shown in their returns regarding the amount of money expended, in the past year, in benefits to members out of work. The figures at hand indicate that the benevolent features of these associations of working people are co-equal with their protective qualities—always considered to be the solid spot in the foundation of the trade union structure. There appears to have been a marked desire on the part of these organizations to relieve the distress caused by the enforced idleness of many of their members, who, consequently, found it unnecessary to appeal for aid to public charity. Speaking on this subject lately at a gathering of Episcopal clergymen in New York City, an eminent labor advocate said: "And as we read the record of misery among the masses we should keep in mind the fact that, as a rule, these 'miserables' are of the unorganized workers, who are wholly dependent upon the fluctuations in the labor market or in the employers' minds; and we should do everything we can to promote the growth and prosperity of the organizations that support their unemployed members, care for their sick, bury the dead and keep the wolf from the widow's door. You will find on investigation that during the recent period of industrial depression, the applicants for charity were, with few exceptions, workmen not attached to labor organizations, and these exceptions were members of the younger unions of the lower east side, with as yet low wages and poor treasures."

The figures received by the bureau not only demonstrate that the labor organizations amply supplied their unemployed members with means to provide themselves and dependents with sustenance, but they cared for the sick, paid large sums in funeral benefits, and granted financial assistance to other organizations.

Four hundred and seventy-three organizations, with 122,380 members, state that they expended in benefits the sum of \$511,717.59. Of this amount \$106,801.69 was for out-of-work benefits, \$60,107.98 for sick benefits, \$93,437.92 for death benefits, \$89,150.04 for strike benefits; \$10,676.74 was donated to other labor organizations, and \$151,543.22 was expended in benefits that are not classified by the organizations. Presumably, a greater portion of this last named sum was paid to members who were unable to procure employment.

Sixty-seven organizations, having a membership of 11,660, although reporting that they financially aided their members, failed to state the amount spent."

Unceasing efforts have been made to prevent the bringing of convict into competition with free labor, and the report shows Commissioner Dowling to have been a ready supporter of this much needed reform. No difficulty was experienced in securing the needed changes in the management of the home institutions, but when it came to

enforcement of the law relative to the sale of goods manufactured in the penal institutions of other states, the lower court found the law to be unconstitutional. An appeal has been taken and, pending its final decision, nothing further can be done in the matter. The cause is a good one and the outcome will be awaited with much interest by the friends of free and honest labor the country over.

Upon the interesting and important subject of the use of improved machinery, and the measures being taken by organized labor to meet the new conditions, the report says:

"Prodigious growth has been shown in the use of improved machinery in this state. Scarcely an important trade or calling has escaped its effect in the displacement of hand labor. The percentage of increase in the number of employed by the use of improved machinery has been very small, which the report of the Bureau of Labor Statistics carefully notes. It is conceded that undiscovered developments of all classes of improved machinery only await the ingenuity and science of man to still further increase their producing powers, and today the effect of improved machinery is a momentous subject of discussion by organized labor. The most astute and serious student of the labor problem is incapable of foretelling to what extent machinery will be used, or how far it will be perfected. Like the uses of electricity, there seems to be no impossibility in its use in certain occupations that now seem impossible.

While perfected machinery has been increasing its productive powers, labor organizations have not been unmindful of the fact that the problem had to be met by some expedient to offset the displacement of hand labor and the increase in the productivity of machinery. The only apparent solution was in the reduction of the hours of labor to prevent a reduction of the working force by the use of machinery. In various trades and under the old system of hand work, the working hours varied from ten to fifteen hours per day, and in many of these trades the daily hours of labor have been reduced now to nearly eight. Throughout all the trade organizations of the state there is a manifest unity of action to reduce the hours of labor to keep pace with the productivity of machines."

In summarizing the entire report it is found that in 621 organizations the condition of their members has been improved because of their being organized, as against only 49 failing to receive benefit therefrom. Of the men employed on steam railways, 90 bodies report a material betterment in condition, while only three give negative answers. It is doubtless safe to assume that a large majority of the failures are due to causes entirely foreign to the organization proper, and cannot, with justice, be charged against it. But granting all the drawbacks and disadvantages, the showing is still a magnificent one. Organization has grown constantly in the favor of the working people. It has increased their pay and lowered their hours of labor, it has given generous aid to fellow workmen whenever and wherever there was occasion, has kept watchful guard against all abuses of

power and opportunity, and has inaugurated and perfected many needed reforms, in short, it has materially bettered the condition of the vast majority of its members. In the face of such a showing as this it would seem that every workingman in the country would see that the conservation of his best interests was to be found only inside the ranks of the organization having his particular calling in charge. God speed the day when this great truth may be brought home to all, and when the unity of interest which must always exist will find safety behind unity of thought and action.

CAUSE AND EFFECT.

The "Income Account of the Railways in the United States," as prepared by the interstate commerce commission, presents some very interesting figures.

We have neither patience with, nor excuse for, the financial operations which have burdened most of the railroads of the United States with a debt upon which it is a struggle, sometimes a hopeless struggle, to pay interest. But the bondholder is determined to have his interest as Shylock was to have his "pound of flesh"; and many times the wherewithall to pay the interest on the indebtedness of the property is taken from its vitals, as Shylock would have taken his "pound of flesh," in such manner as to include the heart.

Reckless financiering has resulted in placing an immense amount of railway mileage in the hands of receivers. Of course, in reorganizing these properties, much of the indebtedness will be wiped out; but where the properties are burdened with a bonded indebtedness, which is greater than the value of the property and greater than the earning power of the property admits of paying interest on, the case would seem a hopeless one. The only alternative seems to be to continue the receivership indefinitely.

It cannot be uninteresting to trace, from the most reliable sources of information available, the conditions which led up to insolvency on the part of so many railroad corporations. The statistics before referred to must be considered the most reliable possible to secure, and they show that on mileage, in round numbers, of 150,000 miles, the gross earnings for the year ending June 30, 1894, were \$949,639,075. The operating expenses were \$643,428,331, leaving an income from operation, from which must be paid interest on bonded indebtedness, floating indebtedness falling due and dividends (if any are paid) of \$306,210,744. Since the year ending June 30, 1891, there has been a steady decrease in the net earnings per mile of line operated. The highest gross earnings per mile of line operated, were in 1892, \$7,213. The highest rate of operating expenses per mile was reached in 1893, \$4,876. And as suggested in the report, these comparisons present certain interesting facts. The decrease in gross earnings per mile

of line for the year ending 1894, as compared with the preceding year, was \$840, while the decrease in operating expenses was \$574 per mile of line; thus showing that the earnings decreased more rapidly than the operating expenses. It is not to be understood that this condition of affairs is allowed to exist for long. Means are devised by which the operating expenses are reduced to correspond with the decrease in gross earnings; but it points out the fact that the decrease in operating expenses does not keep step with the falling off in earnings. This is probably accounted for by the fact that the decrease in earnings is considered, or at least it is hoped that it is, a temporary falling off, and retrenchment is delayed in hopes that it will not be necessary to disarrange the system by its inauguration. On the other hand, it would probably be safe to say that the gross earnings will materially increase for some time before the operating expenses will show corresponding increase. A certain minimum of expenses must be kept up regardless of the volume of business. With a large volume of business the cost of operation, per ton or per passenger, is reduced.

Further figures show that from 1890 there has been a steady reduction each year in the receipts per passenger, per mile carried, as well as the receipts per ton, per mile on freight. In 1894, the lowest figures are reached, being 1.976 cents per mile for passengers, and .866 of a cent per ton, per mile, for freight. The number of passengers carried one mile has increased since 1890 more than one billion, while the number of passengers actually carried is increased by thirteen millions. The amount of freight carried increased from 448,069 ton miles, per mile of line, in 1889, to 551,232 in 1893. In 1894 this traffic fell to 470,893 ton miles per mile of line, a decrease of 80,339.

The net earnings in 1893 on the mileage in question as compared with the previous year show a decrease of \$44,555,863. The report points out the fact that "the comparison of the above summary, so far as dividends are concerned, is significant as showing that dividends do not decrease in proportion to the decrease in net earnings, which shows that in a year of depression they are paid either out of the accumulated surplus of past

years or that their payment necessitates an increase in current indebtedness."

As a result of the large decrease in the amount of traffic and consequent shrinkage in revenue—with possibly other causes which are well understood—there were, on June 30, 1894, 156 railways in the hands of receivers; 106 of these having passed into receivers' hands during the year. These roads represent a mileage of 38,870 miles with a total capitalization of \$2,500,000,000.

Again quoting from the report: "An investigation into the history of the 156 roads in the hands of receivers shows them to have been burdened with an indebtedness which was, with difficulty, carried during prosperous times. Eighteen only out of the entire number have ever, during the past fourteen years, paid a dividend to the stockholders. This fact is presented without comment, since the lesson it conveys lies wholly on the surface."

If the advocate of government ownership of

railways can find any consolation in these figures, it is strange. The experience the government has had with the subsidized Pacific railroads would seem to be sufficient to satisfy the average citizen that investing in railroad securities or operating railroads was hardly the best thing for the general government to do. It is hardly probable that the people would care to acquire possession of the railroads of the country by purchasing them and assuming their enormous indebtedness, and as that is the only means by which possession of them can be secured unless by confiscation, it is altogether probable that the holders of the securities will be allowed to continue operating these properties; and it is to be hoped that some means may be devised to put the finances of these quasi public institutions in such condition as to admit of conducting their affairs in a reasonably profitable manner, while at the same time furnishing such service as the people have a right to expect, and paying their employes such compensation as their arduous duties and extreme dangers deserve.

DIGNIFY THE PUBLIC SERVICE.

The season of municipal elections just passed has given excuse for a repetition of the shelf-worn aphorism, "Office should seek the man and not man the office," and the changes have been rung upon it by almost every newspaper from the Atlantic to the Pacific. It seems to be unhesitatingly accepted by all as the fundamental axiom of political ethics and is almost invariably accompanied by complaints of the difficulty now experienced in inducing good men to dabble in "the dirty pool of politics." It must be obvious to the most superficial reasoner that this sort of argument contradicts itself. On the one hand the good citizen is urged to assist in the purification of politics and the betterment of the public service and on the other, he is told with equal emphasis that he must stand quietly apart and wait until "office" has found him out. All honest and public spirited men are united in the desire for an improvement in our present political condition. Is it not true that such improvement will sooner be secured by throwing open political life and making it attractive to the better class of citizens than it could be by practically excluding the very men who alone can make it possible? Is it not equally true that the more the aspirants for office, the wider the field for choice and the greater the number of good candidates, the less the danger of selecting inefficient or dishonest officers? The only way by which the better class of men can be induced to enter politics is by giving it the dignity of a profession by

making it as honorable as any other calling in life.

We claim to be an eminently practical people and "business methods" is the idol before which we bow with the most abject servility. Our political interests are our highest interests, both in the abstract and concrete senses, yet we trust their conduct to unknown, untried and too often, unfitted, men with a recklessness which would bankrupt the richest corporation on earth. If a youth desires to secure eminence in any one of the professions or in any of the various walks of business life, he must serve a weary apprenticeship and must prove at least some measure of fitness before he is entrusted with the means by which he may win his goal. Why not adopt these same business methods when dealing with our most vital interests? Why not place the public service before our young men as one of the most exalted and most useful careers open to them, and then compel them to prepare for it as carefully as they must now before they are allowed to shoe a horse, fill a prescription or run a train? The question of qualification having thus been disposed of, they may then seek the proper outlet for the exercise of their talents with as much propriety as the merchant seeks to extend his custom or the lawyer to lengthen his list of clients. Let the stigma be removed from office seeking; let the office holder be regarded in his true light as a public servant chosen to perform certain duties because of his fitness for the trust and not as an exalted being.

advanced by the suffrages of his fellows to a higher level than their own; let each voter approach the selection of public officers in the same frame of mind as he would the selection of an attorney or trustee for a portion of his wealth, and the first great problem of our politics will be solved. If democracy is more than an empty word, there is no office within the gift of our people to which the lowliest citizen may not aspire, if capable of performing its duties, as well as his more fortunate brother. Every high aspi-

ration is a step forward, and nothing should be suffered to impede the efforts of any man who is seeking to overcome crippling or degrading limitations. Away with all such old fogysm as is contained in the thought that the office should seek the man. Open the avenues to the public service to every citizen who is worthy and well qualified. In this way only may better men and better officials be secured, and before the dawning sun of this reform the "dirty pool" will disappear as the morning mist.

EQUALITY IN OBEDIENCE.

At no time during the past third of a century have the birthdays of Washington and Lincoln been more generally celebrated than upon the occasion of their last return, and the wave of patriotism they have sent across the continent has been full of inspiration and hope to every lover of his country and its institutions. The foremost orators of the land have been called upon to grace these commemorative celebrations, and their eloquence has fired the heart of the nation with a new resolve that the life work of the two greatest leaders in the cause of oppressed humanity should not be allowed to go for naught. Never was the old saying truer: "The memory of a nation's exalted dead nourishes the virtues of the living," and never, perhaps, was there greater need for a revival of the spirit which animated them. Both stood as the incarnation of Americanism, a united nation of free people, finding their highest freedom in perfect obedience to the law. This has been the favorite theme of those who sought to point the lesson taught by these patriots' lives, and let us hope that every word found reverent hearing. Every return of these celebrations, every revival in the breasts of our people of the great central thought of Americanism adds strength to our institutions and hope to our future. Let the feeling, now so thoroughly vitalized, be maintained and intensified through the coming years, and in it will be found a potent force ever working for the perpetuity of our government.

If, however, the best is to be drawn from these occasions, the whole truth must be told. Too many of the distinguished gentlemen who honored the commemorations of the past month with their eloquence of word and pen were willing to stop with a half truth. Too many of them found their central thought in passages like the following from one of the most forceful or the many glowing tributes paid the memory of the revered Washington;

"Recent events charge Washington's life afresh with meaning. If the laws of the whole people are burned by the few in the conflagrations of lawlessness, if the will of the whole people, voiced in the law, is drowned in the savage shouts of the mobs, liberty, hope of the world, is dead, this 'Government of the people, for the people, and by the people' is already 'perished from the earth' and in the near future's advancing shadow sits the man on horseback, behind him his shotted guns." This is the truth and to it every honest man will subscribe, but it is not all the truth. It paints in words of fire the danger to be feared from mobs, from the uprisings of the poor, the weak and unfortunate, and from the criminal as well, but where is the counter picture? Where is the ringing denunciation of the rich and powerful who, in the arrogance of their wealth, daily override the laws—of the corporate creations of the law who openly deride their creator from the hour of their birth? If our government means anything, if the lives of the consecrated dead mean anything, they mean that all men were born equal before the law, equal in its protection and equal in the duty of obedience. No great and lasting danger can ever come from the workingmen whose every interest and hope are bound up in the perpetuity of free institutions; whatever there is of serious menace must come from the men who have been and are now usurping powers which Washington helped to wrest from a despotic monarch. Give us in the future less of declamation against the common people whose hearts and hands are always for the right, but give us rather for a watchword, the prophetic writing on the wall which even the haughtiest must heed, "All men equal in the protection of the law and equal in the duty of obedience." This thought alone gives meaning to the lives of the men we so highly honor: it alone offers hope for the perpetuity of the work they so grandly inaugurated and carried forward.

THE SWEAT-SHOP EVIL.

One of the most interesting of recent additions to existing literature upon the subject of the "sweating shops," is the second annual report of the Illinois factory inspectors for the year ending December 15, last, filed at Springfield but a few days since. It pertains particularly to the factories, workshops, tenements and sweat-shops of Chicago; and is the work of the state inspector, Mrs. Florence Kelley. According to the figures here presented, 3,440 factories and workshops employing 97,600 men, 24,335 women and 8,130 children, were inspected during the year. Of these 1,437 were classed as sweat-shops, giving employment to 4,461 men, 5,921 women and 721 children, an increase over 1893 of 733 shops, 2,250 men, 2,304 women and 121 children.

The constant menace to the public health of tenement manufactured goods is dwelt upon at some length, and the smallpox epidemic of last year is used with great effect to point the moral. In this connection the report says:

"To continue the toleration of manufacture in tenement houses in the face of this year's epidemic, would argue the people of Illinois incapable of learning from experience. This record shows the hopelessness of the attempt to protect the public health from dangers which are inherent in tenement manufacture, and cannot be minimized or eradicated while that goes on, but can be removed only by its abolition. It is not only the refuse of the trade, destined for the bargain counter, that is tenement made. It is quite as often the fur-trimmed cloak or the costly evening suit."

This, however, is but one of the lessons the report is intended to inculcate. Mrs. Kelley speaks with even more vigor and directness regarding the evil effects experienced by those unfortunates who are forced to maintain life through such degrading conditions. Under this head the report, in part, is as follows:

"In taking legislative action upon tenement house manufacture, the condition of the goods sent out from the shops is not the only point to be considered. Of prime importance is the health of the employes within the shops. Shops over sheds or stables, in basements or in the upper floors of crowded tenement houses, are not fit places for men, women and children to work. Nor do these words convey an adequate idea of the horrors of the situation of these shops. For most of the places designated 'basements,' are ordinarily low-ceiled, ill-lighted, unventilated rooms, below street level, damp and cold in winter, hot and close in summer, foul at all times by reason of adjacent vaults or defective sewer connections."

The condition of "home finishers" is pictured as being even worse than this. The need for remedial legislation regarding infected food and the hours boys are now compelled to labor, is also pointed out. Taken as a whole, the report is a complete and convincing arraignment of the great evil against which it is directed, and it should prove a potent argument in forcing home upon the legislators of that state the pressing need for laws forbidding the manufacture, in tenement houses, of any articles intended for public sale.

A bill was recently passed by the lower house of Congress providing for the publication of a bulletin or gazette by the National Labor Bureau, a number to be issued every two months. It is understood that Commissioner Wright favors the measure, and the indications are it will eventually become law. Such a publication could be made of great value to the labor world, as the experience of other countries has shown, and it should be inaugurated with as little delay as possible.

Under the laws as they now stand, twenty-eight out of our forty-four states require full citizenship as an essential qualification of a voter. The others have been allowing foreigners to vote after a shorter residence than five years, but it seems now that a reaction is taking place in public sentiment on this question. In Minnesota where immigrants were allowed to vote after one year's residence, in order to tempt them to settle there, a determined movement has been set on foot to increase the time limit to the five years necessary for full citizenship. It should succeed and the

other states, still burdened by the same laws, should lose no time in making a similar change. But few of the foreigners who come to our shores are able to vote intelligently after a year's residence and five years are short enough for the best of them to prove themselves entitled to the highest privileges of citizenship. If any change is to be made, let it be in the direction of extending the time and raising the standard of the suffrage rather than bringing it down to the level of the lowest and most degraded of the hordes that are yearly unloaded upon us by the nations of the old world.

The charges recently made against President John McBride of the American Federation of Labor, by one Mark Wild, and repeated by others of better standing in the labor world, have been proven utterly false, as all who knew the men were confident they would be. At the national convention of the United Mine Workers, held in Columbus, Ohio, last month, these charges were thoroughly investigated by a committee com-

posed, in part, at least, of men who had been anything but friendly to Mr. McBride. After a patient hearing of all the evidence on both sides, this committee made the following unanimous report: "We, your committee, after a full investigation of the charges preferred against John McBride by Mark Wild, find John McBride not guilty." This report was adopted by a practically unanimous vote, and was strengthened by the passage of the following resolutions:

Whereas, The charges against the officials of our organization were without any foundation whatever, and the charges made by Mark Wild against ex-President McBride were but the mouthings of a demagogue who should not be permitted to enter a convention of honest men.

Resolved, That we are satisfied that our officers have been honest and earnest in their work for the miners of the country, and we express our utmost confidence in them.

Resolved, That Mark Wild be not permitted to enter this convention while it is in session.

It seems scarcely necessary to congratulate Mr. McBride upon this vindication from charges which were disproved when made. In fact, all feeling of rejoicing is lost in the sense of shame that he should have been compelled to answer, under any conditions, to such charges. In his accusation Wild admitted the receipt of money used for corrupt purposes, and this alone should have been sufficient to discredit him with honest men. No man can be above meeting charges properly presented and substantiated, but if the workingmen suffer themselves to be led into compelling their leaders to stand on the defensive against every sore-head and corruptionist who may see fit to attack them, they had better disband at once, since under such conditions, organization would be a failure and their cause a farce.

The question of convict labor has been generally discussed by the papers over the country during the past month, having been called to light again, doubtless, by the re-assembling of state leg-

islatures and the consequent probability of new legislation thereon. Judging by the statements of the press, Ohio criminals have been the chief sufferers from existing conditions, though the evil is felt in most if not all of the northern states. In a recent review of the condition of the Ohio convicts a Cleveland paper stated that fully 800 of the 2200 men confined in the penal institutions of that state were then in enforced idleness. In summing up it says: "While the state has the right to punish those who violate its laws, it has not the right to subject them to torture such as all must suffer who become inmates of one of the 'idle houses' at Columbus." There is truth in this. No one will question the duty resting upon the state to give all its charges humane treatment, but it has a still higher duty, and that is to care first for those who uphold it and give force to its laws. Wherever possible prisoners should be kept busy enough to make them self-supporting, but in no case should they be allowed to conflict with the employment of upright citizens; and above all they should never be farmed out to contractors, thereby doing the workingmen a double injury by glutting the labor market and forcing wages down to a prison standard. If it be found impossible to make them self-sustaining without recourse to the contract system then let them be employed in the improvement of our highways and in other public works of which all who bear the burden may reap the benefits. When the question has been properly considered a hundred ways will open up in which they may be profitably employed and at the same time their product be kept from conflict with that of honest labor. The subject is one of living interest and should be given thoughtful attention by the men who have been entrusted with the making of our laws. They should always bear in mind, however, that while kindly treatment is due these unfortunate, if self-made, outcasts, their claims for consideration must be forever subordinate to those of the men whose obedience to law makes its enforcement possible.

COMMENT.

There are some popular idols which workingmen have long been worshipping that need to be shattered. Not the least popular of these is public sentiment. It is a belief quite generally held by workingmen, and assiduously cultivated by the newspapers of the country, that in their battles with organized capital they must depend largely for success upon the prevailing sentiment of the general public. They have been taught that they must take care not to antagonize public sentiment;

told that they could never hope to succeed if this sentiment was unfavorable to them; and they have been led to believe that if they could only gain and hold this sentiment their success was practically assured. There is a mistake about this. The power of public sentiment has been vastly overrated, and workingmen should understand just what the power amounts to, and thereby avoid placing dependence upon an instrument that is sure to fail them at a critical time. Public senti-

ment is fickle at best; it is hard to say just what course ought to be pursued in order to retain it; but if there ever was a strike where the public sentiment theory ought to have worked itself out in a decisive victory for the strikers it is the trolley strike just ended in Brooklyn. The men went into that strike with the public sentiment emphatically in their favor, and it remained in their favor all through the strike. Public sentiment strongly condemned the lawless and tyrannical course of the trolley companies, both previous to and during the strike, and so far as the general public is concerned there can be no doubt but the complete victory of the men would have caused a feeling of rejoicing throughout the entire country; just as true as it is that the men have the profound sympathy of the public with them in their defeat. It may be true that it is not good policy for a body of workingmen to antagonize public sentiment while conducting a strike. This is one of the forces that needs to be reckoned with and kept in a favorable attitude if possible—but it is equally true that workingmen who ignore other forces, and enter upon a strike depending upon a favorable public sentiment to carry it to a successful termination, are leaning upon a broken reed.

* * *

The defeat of the Brooklyn trolley men demonstrates that public sentiment, however favorable, cannot do much for a body of strikers when economic conditions are against them. It demonstrates the fact that, as a general proposition, strikes are decided quite independently of the prevailing sentiment of the public, or even of prevailing law. There may be a certain coercive power about public sentiment, but it cannot get beyond its limitations, any more than can the aggressive power of a body of strikers; and in either case the limitations are the same. Neither the coercive power of public sentiment nor the aggressive power of a body of strikers can overcome the force of economic conditions. When these conditions are on the side of the men, public sentiment may be a good thing for them to have in their favor; it makes things pleasant for them and contributes to an agreeable victory. But under such circumstances it is altogether likely that the men would be able to win whether public sentiment was with them or not. They might then defy public sentiment if they saw fit; just as employers of labor generally do when the economic conditions are reversed; just as the trolley companies did successfully do in the Brooklyn strike. The trolley strikers were beaten simply because there were thousands of idle men in the country, actuated by the unanswerable argument of material necessity,

who stood ready and willing to take the places abandoned by the strikers upon terms offered by the companies. In the presence of this economic condition there was no hope, no reasonable prospect for the men to win, public sentiment or no public sentiment, because the companies have a legal right to take full and complete advantage of that condition, and the government is bound to protect them in the exercise of that right by the whole power of its military arm if necessary to do so. When employers demand from the government full protection in the exercise of this right there is only one alternative to submission for the strikers, as long as the economic condition remains, and that is civil war and the complete overthrow of the government. Public sentiment will generally stop short of the alternative. However favorable it may be towards the men, these are consequences which it does not wish to grapple with. Nor do the strikers themselves wish to grapple with these consequences. They simply do not understand them—that is all. They do not understand the economic condition, or, if they do, they refuse to admit its force. They are not moved by the logic of facts, and they go into these movements, knowing the justice of their demands, and hoping that in some mysterious way public sentiment will aid them to overcome the economic obstacles to success and permit them to win in a strictly lawful manner. Workingmen have yet to learn that there are certain economic facts that will assert themselves in spite of both law and sentiment.

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It is a blundering sort of business for workingmen to oppose force to the operation of these economic conditions, thus laying themselves liable to be shot by the bullets of the military, and then go on voting like a pack of idiots for the continuance of those very conditions. I venture the assertion that there was never yet a strike settled on any other than economic lines. The law frequently comes in to play the part of a bulldozer, and may seem to accomplish a great deal at times; but at the bottom it is the economic argument that always wins. It is the laws of trade, and not the laws of legislatures, to which these disputes always submit. Workingmen have won some strikes in the past, and it is interesting to note that they have been won wholly on economic lines. There has been no law to aid them to victory; employers have submitted simply because they could not help themselves; they have recognized the logic of facts. Such law as has been brought into these victories has been by employers in the hope of bulldozing workingmen and depriving them of their advantages, but it has been powerless to overcome the

economic circumstances of the situation, and it may be set down as an impossibility for workingmen to lose a strike when they have economic conditions on their side. In fact, workingmen generally get what they demand at such times without a strike. They have only to formulate their demands, and employers, having sense to appreciate the situation, meet them half way.

* * *

It is at times when men strike with economic conditions in their favor that we hear the greatest amount of cackle from the daily newspapers about the mysterious and omnipotent power of public sentiment. It is then that workingmen are gravely warned that the public is opposed to their course, that they are ruining the business of their employer and taking undue advantage of his necessities, that the public likes to see fair play and will visit its displeasure upon them if they continue to insist upon their unreasonable demands, etc., etc. We have all heard such wails as this from the organs of plutocracy; we can all remember that these are the ones who have been so industrious in inculcating the idea that public sentiment was a power which workingmen must not attempt to buck against; and those who will take the trouble to think back a little can remember that this burning anxiety lest workingmen shall run up against public sentiment is always abnormally developed when there is a good economic chance for them to win. When the boot is on the other foot employers may act upon the Vanderbilt motto with respect to the public, and beyond gently chiding them, the newspapers are silent. It makes a great deal of difference about whose ox is being gored. It is the misfortune of workingmen that they have attached too great a value to the operation of public sentiment. They have given up advantages which were economically theirs, in supposed deference to it, and they have relied upon it to a great extent to win battles for them when they ought not to

have done so. Public sentiment is entirely powerless to overcome economic conditions, and, not realizing this, workingmen have allowed it to beat them at both ends.

* * *

It is altogether likely that we shall soon have an excellent chance to see just exactly what public sentiment is really worth from the basis of existing methods. In the nature of things it must play a large part in the operation of the arbitration law which has been reported to the house from the committee on labor, and which will no doubt be passed substantially as it is reported. This bill is in the nature of a check on the free operation of economic laws. It sets the seal of condemnation upon the practice of going to the full length of taking advantage of economic conditions as they actually exist; and, as it is entirely voluntary in its operation, it will depend on public sentiment to say whether or not it shall be used. The trolley president, Norton, had nothing to arbitrate; he preferred to take advantage of the economic condition and call upon the government to protect him in his right. It is a question if employers will not still prefer to do this after the arbitration law becomes a fact. And what is to prevent them from doing so? Nothing but the force of public sentiment. But, having defied this sentiment in the past, will they be likely to pay much attention to it in the future? We shall see. It will soon be known just how much this sentiment is worth, for this law will soon be tested. There can be no doubt about that. For myself, I have not much faith. The fact that the law provides some protection for the constitutional rights of workingmen, condemns blacklisting and protects men in their rights of organization, etc., is worth more to me than all the arbitration propositions contained in it. After all is said, it is the economic situation itself that needs to be attacked at its root, and the logical weapon is the ballot.

"B."

BORROWED OPINION.

A Boston paper laments the lack of poets for occasions. Dr. Holmes was for years Boston's uncrowned laureate, and on many occasions of public and semi-public interest he supplied a bit of verse to brighten the program. But the kindly autocrat has no successor in the happy art of writing worthy verse to express public joy or sorrow; and at the banquet board, where, in both prose and verse, he always contributed the appropriate word, his place will not soon be filled by another. This reminds us that there is a general dearth of such verse as should be drawn out by occasions of patriotic interest. All of the company of New England writers to which Dr. Holmes belonged

were sturdily American. One recalls instantly Longfellow's "Building of the Ship," Emerson's "Concord Hymn," Holmes' "Old Ironsides," various narratives and lyrics by Whittier, and numerous poems by Lowell, all leading up to his "Commemoration Ode" which has not been equaled or approached for its patriotic ardor or the adequacy with which it represents the loftiest and worthiest American sentiment. But while some great occasion might bring to light a new patriotic poet, it must be confessed that if he were to be called for today and should appear, his advent would be altogether a surprise.—*Indianapolis News*,

The question of wages is eventually a question of demand and supply. If the Brooklyn street railway companies could give the people of Brooklyn a safe, efficient, and absolutely uninterrupted service with men employed at a dollar a day, it would not be for the municipal corporation or for the general public to interfere on sentimental grounds. But in taking the franchise, and agreeing to provide an efficient public service as a return for the great privilege conferred upon it, a street railway assumes responsibilities which it has no possible right to lay down or neglect in any degree for so trifling a cause as a difficulty with its men on some issue regarding hours or wages. The municipality has no dealings whatever with the employes, and it can only look to the company for the fulfillment of its contract. In failing to render full and uninterrupted service, the Brooklyn companies had not the shadow of a proper excuse. The fact that they did not wish to accede to the prices that their employes demanded for their daily services, was a purely private matter, for which the public ought not to have been made to suffer. Unless they were already prepared to replace every striker with a thoroughly competent substitute, the companies owed a duty to the public which made it imperative that they should accede to the demands of their men in order to avoid a strike. The Brooklyn companies, in permitting a strike upon a very small issue, in which practically every disinterested inquirer declares that the demands of the men were reasonable, showed themselves to be utterly without respect for the public. They also showed themselves to be devoid of a wholesome fear of the summary consequences which in any well governed municipality must have ensued.—*Review of Reviews*.

That was an important declaration of a congressional committee, in offering \$100,000 for a plan to facilitate aerial navigation before the close of the century, to the effect that such navigation has been carried beyond the experimental stage. The committee concludes that navigation of the air, within a few years, may be regarded as an assured fact. It has been demonstrated that a machine can be made to fly. What is now wanted is an apparatus to be used in controlling the motion of the vessel.

The admission is an important one, for doubtless the difficulties of arrangement and control can be overcome. We are evidently near the beginning of an era filled with great possibilities. One who would attempt to predict what all the possibilities in the case may be would doubtless be regarded as was the person who twenty, or even ten, years ago insisted that aerial navigation was practicable. Anybody can see, however, that with such a change in methods of transportation as would necessarily follow such navigation the never-ending problem growing out of the introduction of labor-saving machines would be intensified.

Further than this there would be a depreciation

in the values of surface transportation properties amounting to partial confiscation. Such depreciation, continuing through years of perfecting invention in aerial navigation, would in time make long distance surface lines valueless. It would be an era of tremendous change and widespread suffering, but greater good would ultimately be attained.—*St. Louis Republic*.

Labor unions have wrought many desirable and satisfactory changes in the conditions that surround the working classes of this city. They have been the medium through which workmen have been able to convince the thoughtful people of the community that labor, through necessity, is, to a very great extent, at the mercy of capital, and thereby secured the enactment of legislation for the better protection of the rights of workmen. They have secured a system of factory inspection in this state, a system of gathering statistics to guide our legislators upon questions affecting the laborer, established a sentiment in favor of settling industrial disputes by arbitration and convinced many corporations that the workers have some rights that they must respect, and so on. They have gone even farther than this. They have adopted the principles practiced by the leading fraternal societies and pay out weekly large sums of money to aid the unfortunate—either through sickness or lack of employment—and we can name many families who, had it not been for the benevolent features of the labor union to which the breadwinner belonged, would today be trusting to the "mercy" of the charitably inclined. It may be true, as many opponents claim, that some of these organizations have been indiscreet and done some things that would have been better left undone, yet the good work of the past and the possibilities in the future are so great that every person who desires to see peace and plenty supreme in every home should help the good work and "push it along."—*Pioneer Press*.

The paramount thought of a labor unionist should be one of assistance toward his fellow workmen. Such a thought need not necessarily mean the suspension of work every time any number of men leave their employment, for that is in many instances a questionable means of giving assistance. The idea that the only co-operation possible between different divisions of labor is the sympathetic strike, is a sad mistake, born in extreme radicalism and common to both factors of industrialism, capital and labor. Co-operation in all things reasonable is the essential to a general progression of unionism. Aside from the many methods of giving assistance, which are withheld as often as given, the union label offers a means for devising a direct manner by which all men believing in the principles of labor organizations can give assistance to their brethren. Organizations using the label must, however, realize that a demand for their productions must be created by their excellence.—*New Era*.



HUNTINGTON, IND.

Editor Railway Conductor:

"At last!" I can hear some Sister (in Huntington) say, with a long sigh. Well, "better late than never." I believe Erie Division, No. 16, has been heard from once, and it is over three years old, and one of the best Divisions in the Auxiliary. Our first correspondent failed to perform her duties, and the second followed after the bad example of the first. Now, I'm in hopes number three will do so well she will cover herself and the Division in glory. I am only filling in the empty place at present—so please don't judge future correspondence by this letter, or you may come to the conclusion I am correspondent number one.

Let me now tell our Sister Divisions how we are getting along—fine; our entertainments are always of the best. Our Division and Atlantic Division, No. 120, O. R. C., gave a joint installation on Wednesday evening, January 2, and it was a perfect success. The hall was crowded with conductors, their wives and friends.

After the work of installation was over, our members gave the floor work. It's hard to find a better drilled staff in any society than our Division staff. They have the military step and time to perfection. We are proud of the way our ladies do their floor work, and ritualistic also. Mrs. J. H. Moore, G. P., was with us, also Andrews and Fort Wayne Divisions were well represented—about thirty Sisters and Brothers being present from Andrews. After luncheon the leader of the mandolin club called, "Take partners for a quadrille," and they were taken without any hesitation. Now, if any Division intends giving a dance in the near future and needs the services of a caller, I can recommend our Sister, Mrs. Ed Quick as being proficient in the business.

I have visited a number of other Divisions, but I believe, for having a good time, Erie Division is ahead. The members are all friendly and kind toward each other, and try to make strangers feel at home when with us.

We intend giving our fourth annual masquerade ball on the 22d of February. Our balls are al-

ways well patronized as the society people of Huntington wait and prepare for the "Cons.' wives'" reception. Last year there were almost three hundred couples in the grand march. You can judge by that whether they are popular or not, and financially they are equally successful.

I believe we should give sociables and simple entertainments. They promote sociability, drawing us together more closely and bringing out ladies who, otherwise, would seldom leave their homes.

I think our society is a grand thing. It has helped to lift up a great many ladies from the old rut of "self;" has broadened their views and caused them to exercise their brains and do some thinking for themselves. In our Division the members are always willing to do anything for the advancement of the cause.

We have been very fortunate so far in our officers, always having had good, efficient ones. Our retiring secretary has held the office for three years, and a more competent one couldn't be found. Our new officers are fully up to the mark, all of them enthusiastic workers and progressive in their views, and by all signs, the coming year will be one of our best.

With best wishes to all L. A. to O. R. C., I remain
- Yours in T. F., M. E. S.

BOONE, Iowa.

Editor Railway Conductor:

It is with pleasure I write you from Boone Division No. 48, L. A. to O. R. C. We have heretofore had no representation in the columns of THE CONDUCTOR, but perhaps the friends will be interested in knowing we are alive and prospering, both spiritually and financially.

At our regular meeting in December the following officers for the ensuing year were elected: President, Mrs. H. P. Kneeland; Vice-President, Mrs. Chas. Gustafson; Secretary and Treasurer, Mrs. Chas. Boswell; Senior Sister, Mrs. R. Rose; Junior Sister, Mrs. Geo. Warrensford; Guard, Mrs. Geo. Dodge; Chairman Executive Committee and Corresponding Secretary, Mrs. C. J. Ander-

son; Delegate, Mrs. Chas. Gustafson; Alternate, Mrs. R. Rose.

As an organization we enter upon the new year with much encouragement. We have a membership of twenty-four with four petitions for our next meeting.

The great interest now manifested in woman's work surely meets the approval of all who give the subject any consideration. We have not been organized quite a year, but have given several very interesting socials already.

Our meetings are quite well attended, yet we might have larger gatherings which would greatly benefit our members.

Since the cooler weather we meet twice a month at the Red Men's hall, the first and third Mondays at 2:30 o'clock.

I wish I might say something to all our Sisters that would induce them, if possible, to attend every meeting and each one try to do or say something for the good of the Order.

Yours in T. F.,

MRS. C. J. ANDERSON.

ST. LOUIS, MO.

Editor Railway Conductor:

St. Louis Division No. 11, L. A. to O. R. C., has begun the year's work with the following officers in the chairs: President, Mrs. S. J. Ryan; Vice-President, Mrs. T. F. Arnold; Sec. and Treas., Mrs. W. F. Lewis; Junior Sister, Mrs. Howard; Senior Sister, Mrs. Linens; Guard, Mrs. McQueen.

Our past president, Mrs. Gillen, was named as delegate to the next convention, with Mrs. Kimmens as alternate.

As usual the election was pleasant and harmonious, and we are all well pleased with our new officers. Nothing of importance has come before the Division, but everything seems to promise a year of prosperity to us.

We have already found the benefit to be derived from our teas, in the use of the fund so provided for charity. It would be strange with such a severe winter and so many out of employment, if there were not some to whom the money has brought some little help. We have had those afternoon gatherings regularly every third Thursday of the month, since their inauguration. Since I wrote last Sister Eccles entertained us, then Sister Fitzgerald, myself, Sister Gillen, and Sister Hartel. At each of them we have realized quite a little sum. To-morrow Sister Howard has the tea, and the special work is to be a crazy quilt to be raffled for the benefit of the disabled Railroad Men's Home in Chicago. We hope to have Division No. 3 help us in the selling of ch

have the promise, at least, and I think can depend on the Brothers.

We had our annual ball as usual, in December. We all feel very proud of our success in giving first-class entertainments.

We hope that the coming year may be one of added prosperity, and that we may be able to add many more of the conductor's wives to our list than we did last, although we have had quite a number of accessions during the past few months. May the number increase.

MRS. JOHN B. FRENCH.

BUCYRUS, OHIO.

Editor Railway Conductor:

Harmony Division has been organized but a short time but we begin to feel as old as some of the others. We have been called the "Baby Division," but since 58 was organized we have been promoted to short clothes and are on the way to a speedy maturity, leaving the long clothes to the one of newer birth. It is true we are few in numbers but that does not discourage us in the least, as we are doing nicely. There would be a speedy increase in our membership list were it not for some of the Brothers who seem to be afraid to trust their wives with us. The purpose of our organization is not only to improve ourselves, but to assist our husbands in every way possible. We feel proud of our Auxiliary and are doing all in our power to make it a success. May God bless all Auxiliaries and aid them to accomplish more for the general good. In the way of entertainment we give socials once each month at the different homes and, by charging a small admission, not only have a good time but add to our treasury.

The home of Brother and Sister Boyle is in mourning, they having been called upon to part with their little daughter on the last day of January. She was a little over two years of age. We all extend our condolences and trust the stricken ones will find solace in the love of "Him who doeth all things well."

With best wishes to the L. A. and the O. R. C.,
I remain Yours in T. F.,

"MEMBER OF 57."

CEDAR RAPIDS, IOWA.

Editor Railway Conductor:

Columbia Division is not dead nor is she sleeping; on the contrary we are alive and wide awake. If we have not made ourselves known for some time it has been because the home duties of our correspondent have kept her occupied and have made letter writing impossible. The past year has been a prosperous one to our Division. Although we have taken in but few members there

are several now in prospect whom we hope soon to have within the fold. Socially we have met with no discouragements, all our gatherings proving pleasant and profitable financially. The Sisters have not been idle during the winter and we feel that much good has been accomplished through our efforts. A short time ago we made a beautiful silk quilt which was disposed of by raffle, charging the exorbitant price of ten cents per ticket. It cleared us only \$30, which was much too small a sum for so handsome a piece of work. In addition we have done some charitable work, and are ready and willing to do more when necessary.

How anxiously I await the coming of THE CONDUCTOR. First I turn to the Ladies Department and thoroughly enjoy the reading of every letter. While one may not have the pleasure of a personal friendship with the correspondents, they do not seem to be strangers. The reading of their letters gives birth to a feeling of friendship and our motto rises in mind "Charity and True Friendship." Without doubt these communications have a tendency to bind us closer together. The "Fraternal" letters are no less interesting, especially when some good Brother says a word for the Auxiliary. That is just what we need, the encouragement and good will of the Conductors. If they only realized how much a little encouragement from them means to us I am sure they would not be so reluctant in bestowing it. Sympathy from them gives us renewed strength and makes us feel able to accomplish almost anything. Don't be discouraged, Sisters; in a short time we will have the aid of every Brother. We are no detriment to them and I am sure it will not take them long to recognize a good thing. With sincerest wishes for the prosperity of the L. A. and O. R. C., I am
Yours in T. F.,

"COLUMBIA."

PHILADELPHIA, PA.

Editor Railway Conductor:

Erickson Division, No. 5, L. A. to O. R. C., has elected and installed the following officers for the ensuing year: President, Mrs. Wm. Bingham; Vice President, Mrs. L. H. Bencler; Secretary and Treasurer, Mrs. B. F. Wiltse; Senior Sister, Mrs. Wm. Maxwell; Junior Sister, Mrs. George Filby; Guard, Mrs. Sam Homer; Chairman Executive Committee, Mrs. Ida Corcoran; Delegate, Mrs. B. F. Wiltse; Alternate, Mrs. Ida Corcoran.

We gave a social recently at the home of Sister Springer, and it was an enjoyable affair. While there we presented to our hostess, as our retiring Secretary and Treasurer, a pretty chair as a token of our appreciation of her services for the past

three years. There is a small salary attached to our secretaryship, but we did not feel that it was enough to recompense her for her faithful attendance. Sister Skinner was delighted with it. We also celebrated our sixth anniversary on February 21, and we are pleased to say everyone enjoyed the occasion hugely.

Division 5 was organized six years ago with twenty-three charter members and they all today feel the same interest as they did when we first organized. We have lost five of the charter members. Whenever we have any gathering we can always see the same faces; it seems more of a family gathering than a society. It will not do to forget some of the members of Divisions 162 and 204, O. R. C., the friends who have never allowed us to get discouraged. They stand by us, and are willing to lend a helping hand whenever it is needed, we will not say pocketbook, as we are proud to say we can help them if needed. The Order of Railway conductors and Division 5, L. A. to O. R. C., stand hand in hand and shoulder to shoulder.

We have been called upon twice this last year to mourn the loss of loved Sisters. Sister Matson departed this life September 10, 1894. Although we missed her in our circle, we could only say a patient sufferer is at rest. She had been an invalid for the past three years, but bore the attendant suffering with that Christian patience and resignation which formed so marked a feature of her character. On January 8 we were called upon to mourn the loss of Sister A. Hughes. Sister Hughes was a charter member of Division 5. Her sudden and unexpected death brought a sincere sorrow to many outside the relatives and friends. Deceased was a true friend, a devoted member of her Division, and a woman whose noble and generous impulses won her friends wherever she was known. Fitting resolutions were adopted for both sisters.

Yours in T. F.,

MRS. IDA CORCORAN.

—
CEDAR RAPIDS, IA.

Editor Railway Conductor:

It is my pleasant duty to inform your readers that Columbia Division No. 37 is in a flourishing condition. We were organized April 19th, 1893, and sent a delegate to Toledo in May. During the past year we have paid out a considerable sum for charitable purposes, have paid all our debts and still have a handsome balance at the bank. In a social way we have given a ten cent social every four weeks. Our annual ball was given on December 11th last, and it proved to be a success in every sense of the word. The same may be

said of our box social, given at the Arcade last week.

During the coming year our official chairs will be occupied by the following ladies: President, Mrs. Wm. Butre; Vice-President, Mrs. W. D. Francis; Secretary and Treasurer, Mrs. C. Ross; Senior Sister, Mrs. Wm. Gibney; Junior Sister, Mrs. Chas. Halloway; Guard, Mrs. Riley; Chairman Executive Committee, Mrs. W. D. Francis; Delegate, Mrs. T. B. Watson. Correspondent, Mrs. Chas. Herrick.

I notice some of the Divisions have sick benefits and it seems to me all should have. I am also in favor of insurance and would make the benefit from two to five hundred dollars at death. In my opinion the assessments should be made in advance so that a claim may be paid as soon as allowed and not be compelled to await the collection of an assessment.

We, as well as the Sisters at Baraboo, Wis., have conductors who think the place for a wife is at home. It does seem to me if a conductor could be brought to see how much his wife might gain from membership in the Auxiliary, and how much good her influence might do others, he would urge her to join and support her with his influence. In time we will look back with pride upon what we have done and are now doing, for there is no nobler work for woman to do. I for one take a great interest in the Auxiliary, and I want Columbia Division to take the lead. I also want Iowa to be the banner state in the number of its Divisions. It now lacks only one of being a tie with the first. Two more will bring us the banner, and I think we will soon have them, as we are expecting Ft. Madison, Sioux City and Clinton to fall in line in the near future. Whose town is next? Wishing prosperity to all, I am,

Yours in T. F.

MRS. T. B. WATSON.

CUMBERLAND, MD.

Editor Railway Conductor:

It is with pleasure that I write to you in behalf of Maryland Division No. 46. We have started the new year with one initiation and hope it may be followed by many more.

Sister C. A. Schmutz, our secretary, recently made the Division a present of a red velvet altar cloth, beautifully embroidered with old gold. It is an artistic piece of work and an addition to our hall furnishings, of which we are all very proud.

Our sympathy goes out to Sister Rephan, who has recently been called upon to mourn the loss of her beloved mother.

Sister Dunlap and husband have returned from a four months' trip, taken in the hope that a change

might prove beneficial to his health. We were all much pleased to learn that this hope has been fulfilled, and that he returned greatly strengthened by the outing.

All Sisters visiting our city must be sure and give us a call, as a hearty welcome awaits them. We meet the first and third Thursdays of each month, at 2:30 p. m., in I. O. O. F. rooms, city hall. With best wishes to all the L. A., I am,

Yours in T. F.,

MRS. J. W. W.

TOLEDO, OHIO.

Editor Railway Conductor:

The annual installation of officers of Banner Division No. 6, L. A. to O. R. C., was held on the evening of January 19, last, and the occasion will long be held in pleasant memory by those who were so fortunate as to be present. The members of the Division, wishing to make the gathering one of enjoyment to all of their friends, had extended a cordial invitation to the members of Division 26 and their families. Their response to this invitation was a flattering one, as, when the opening hour arrived, the spacious lodge room of the I. O. O. F. temple was filled with a happy and expectant throng. Our retiring president, Mrs. J. McMillen, opened the exercises by briefly stating the purpose which had brought them together and extending to all the hospitality of the ladies of the Division, urging them to make merry and have a truly happy time. The ladies of the Division then gave the drill, and it was an admirable performance, eliciting round after round of applause. The following officers were then installed by our worthy Grand President, Mrs. J. Moore: President, Mrs. M. A. Loop; Vice President, Mrs. J. Talty; Secretary and Treasurer, Mrs. J. Powers; Senior Sister, Mrs. Geo. McWilliams; Junior Sister, Mrs. G. R. Updyke; Guard, Mrs. E. W. Fitch; Delegate, Mrs. Jas. McMillen; Chairman Executive Committee, Mrs. H. O. Wright; Correspondent, Mrs. F. B. Rockwood. Allow me to say in this connection that these officers will fill their positions with great credit to themselves and honor to their friends.

When the formal exercises had been completed the guests were conducted to the banquet hall and the feast began. If we may accept the flattering comments of our friends, this must be regarded as one of the most successful features of the evening, and they all seemed to enjoy it to the full limit. After the good things had received due consideration from all and a general feeling of satisfaction and fullness had been expressed, the toasts were declared to be in order. The first to respond was

Brother Knowlton, who very feelingly thanked the ladies in behalf of Division 26 for so kindly inviting the sterner sex to enjoy the pleasures of the occasion, and also of their society during the swift passing hours of the evening. Brother Purrett kept the assembly in a roar during his remarks and was rewarded with a beautiful bouquet of roses at their close. Brother Loop said, in response to his call, that he had been so deeply affected by the previous features of the program, that he was then too full for utterance. Our Grand President gave us a short but eloquent address in which she urged the necessity of our banding ourselves closely together and showing how much good we could accomplish if we earnestly tried to perform our individual duties, one to another. She also dwelt upon the necessity for a close attendance at Division meetings in order that we might fully understand what was being done from time to time, and thus be the better enabled to do our entire duty. It was a successful entertainment in every particular, and we feel more than repaid for all our trouble by the pleasure our friends derived from it.

Kind Sisters, let us during the new year which has just budded forth, endeavor to do all in our power to elevate the standing of Banner Division, thinking not of ourselves but of others whom, perchance, fortune has not so favored. Let us maintain with great assiduity, the dignity of our professions, and thereby attain the highest round in the ladder of success and prosperity. Trusting this will be received in the spirit with which it is written, I am,

Very truly yours in T. F.,

MRS. F. B. ROCKWOOD.

WILMINGTON, DEL.

Editor Railway Conductor:

Doubtless the Sisters will learn with pleasure that Division No. 50 is still living. The following officers have been elected for the coming year: President, Mrs. O. R. Mount; Vice President, Mrs. F. Boylan; Secretary and Treasurer, Mrs. O. E. Wellman; Senior Sister, Mrs. T. G. Pennington; Junior Sister, Mrs. F. Rogers; Guard, Mrs. W. Scoot; Chairman of Executive Committee, Mrs. Pyle; Correspondent, Mrs. T. G. Pennington; Delegate, Mrs. F. Rogers.

We had some very severe weather this winter, and I do not doubt a great many of our conductors found that out, especially during the blizzard. Our first sociable was to have come off that evening, but oh, what weather to be out in. Those who were in the house did well to stay there. Two weeks later we took a surprise party to our secretary, Mrs. O. E. Wellman, and presented her

with a silver cake basket, in appreciation of her services. She was greatly surprised and we spent a very pleasant evening.

We have not gained very largely, but if we had the hearty co-operation of the members of Division 224, as we have a right to expect, we would do better, for they have a large membership and nearly all reside in Wilmington. We hope the Brothers will take a better view of it in the future, as all great men have acknowledged the aid of the wives to have been the key to their fortunes.

Yours in T. F.,

MRS. T. G. P.

ESCANABA, MICH.

Editor Railway Conductor:

On the 29th of last August our Grand President organized what she considered a very lonely little Division here in the Upper Peninsula of Michigan, for it seemed so far from any other. We named it Iron Empress, as the exportation of iron ore is the principal industry of our little city. I was elected correspondent then, but deferred writing from one time to another in the vain hope of some ideas entering my mind, which, when strung together, would constitute a presentable article. The remnant of 1894 passed away and still no ideas came to the correspondent of No. 56. The Sisters, however, overlooked the flagrant negligence of the past and I was re-elected correspondent, and with the arrival of the new year I formed a resolution to try and do better (like the boys do.)

Our Division is rather small in numbers, our vice president and Sister Roberts having gone to reside in other cities soon after we were organized, but we have some very willing workers, in fact I think we are all willing to do our best for the Auxiliary, according to our various opinions as to what our level best consists of.

We gave one basket social, at which all who attended enjoyed themselves thoroughly, and will probably try some more soon.

Our officers for the current year are: President, Mrs. Kate Fowler; Vice President, Mrs. Ida Gibbs; Secretary and Treasurer, Mrs. Carrie L. Jackson, Senior Sister, Mrs. Bessie De Beck; Junior Sister, Mrs. Ann Dolan; Chairman of Executive Committee, Mrs. Tina Georgens; Correspondent, Mrs. Kate Fowler; Delegate, Mrs. Kate Roehl; Alternate, Mrs. Tina Georgens.

As our meetings come and go we grow more and more interested in the work of the Auxiliary and better acquainted with each other, so we will work and hope for a future of increased numbers and prosperity.

Yours in T. F.,

MRS. KATE FOWLER.

ATLANTA, GA.

ST. ALBANS, VT.

Editor Railway Conductor:

Owing to the absence from the city of our newly elected corresponding secretary, and since it has been such a long time since there has been anything in THE CONDUCTOR from Golden Rod Division No. 43, I concluded to write this and let you know that we are still in existence by a large majority.

In December, 1894, we elected new officers as follows: President, Mrs. J. G. Garwood, 105 Pullman street, city; Vice President, Mrs. W. S. Gaar; Secretary and Treasurer, Mrs. D. S. Walraven; Senior Sister, Mrs. J. W. Humphries; Junior Sister, Mrs. J. W. Rose; Guard, Mrs. C. W. Mangum; Chairman Executive Committee, Mrs. J. T. Hobbs; Corresponding Secretary, Mrs. C. V. Rainey; Delegate, Mrs. Z. Martin; Alternate, Mrs. W. T. Mooney.

We hold our meetings on the second and fourth Thursdays of each month, in the K. P. hall, fifth floor of Kiser Building, corner Pryor and Hunter streets, Atlanta, and will always welcome any visiting Sisters to our hall. We have forty members now, and our Division is only an infant as yet, and have still more material which we hope to confiscate in the near future. Our average attendance is twenty, and of course we have a faithful few, who are always with us. If we only had a few more who would put a shoulder to the wheel, how much better it would be for all.

Our Division having received the "Dustan Medal," we hereby acknowledge our appreciation of the honor conferred upon us, and hope to be able to do more this year than we have ever done before, for the advancement of our noble Order.

There is one thing that I would like to impress upon all of the O. R. C. who may chance to read these lines. While we believe we have the hearty approval of the conductors, and whenever we approach them on the subject, they express themselves, (with a few exceptions) as being highly pleased with the Auxiliary, and say it is the very thing the O. R. C. have always needed—yet why is it that more of their wives do not join us. If every married member of the O. R. C. would insist upon his wife joining the Auxiliary, we would feel greatly encouraged, and our numbers greatly reinforced.

We feel that the eye of the world is upon us, and sincerely hope that all who may visit our fair Southland during the convention will depart feeling that the South has sustained her world-wide reputation for hospitality.

Yours in T. F.,

MRS. W. T. MOONEY.

Editor Railway Conductor:

The election and installation of officers of Vermont Division No. 53, resulted as follows: President, Mrs. J. A. Sturtevant; Vice President, Mrs. L. E. Kent; Secretary and Treasurer, Mrs. C. E. Rhodes; Senior Sister, Mrs. N. Stewart; Junior Sister, Mrs. O. C. Frazier; Guard, Mrs. Joseph Young; Chairman of Executive Committee, Mrs. G. W. Bannister; Corresponding Secretary, Mrs. G. H. Peck; Delegate, Mrs. E. H. Jackson; Alternate, Mrs. L. E. Kent.

Sister Jackson who was elected as installing officer, was ably assisted by Sister White as Grand Junior Sister. Sister Jackson knows how to expedite matters, and if her work that evening is any criterion, we shall hear much that is interesting upon her return from Atlanta. After installation we had ample time to arrange for a card party and still close our meeting in good season.

Vermont Division has given \$25 to aid the widow Stone, whose husband was an esteemed member of St. Albans Division No. 24.

Upon her twenty-fifth anniversary, Sister Kent, our vice president, was the recipient of a silver cake basket from our Auxiliary. I cannot tell much about it as I was not able to be present, but think they were well remembered by other friends and relatives. I am sure it must have been a very joyful occasion.

Our last two socials have been profitable and all report a pleasant time.

I hope the coming year will mark as good, yes, better progress in the work, and that no personal interest may detract from the good of the Order. With greetings. Yours in T. F.,

MRS. G. H. PECK.

EAGLE GROVE, IA.

Editor Railway Conductor:

Prosperity Division No. 49 is in fair condition, and we hope to secure a number of new members during the coming year. I know there are many who cannot attend every meeting, and make that an excuse for not joining us, but to them we say, come as often as you can. We held our election of officers December 20, and our installation January 10. The officers are: President, Mrs. J. L. Slade; Vice President, Mrs. A. G. Belt; Secretary and Treasurer, Mrs. E. E. Dewey; Senior Sister, Mrs. G. G. Merrill; Junior Sister, Mrs. J. Sterling; Guard, Mrs. F. Holly; Chairman of Executive Committee, Mrs. E. G. Yoakam; Corresponding Secretary, Mrs. Wm. Boylson; Delegate, Mrs. J. Sterling; Alternate, Mrs. J. L. Slade.

The above are all new officers. The election passed off pleasantly and all went home feeling pleased with the selection. We have thirty members in our Division and start the new year with money in our treasury, and feel sure that our present workers will bring us valuable additions.

The ball given by the O. R. C. January 1st was a grand success, it being the largest gathering of dancers Eagle Grove has ever seen.

We gave a delightful party at the home of Sister Slade, January 6, to which all O. R. C. men and families were invited. The evening was filled with an excellent program, cards and games. Another agreeable feature was the elaborate supper, all thinking it was well to be there.

Last Thursday evening about thirty-five assembled at the home of the correspondent, making a meeting long to be remembered. Before leaving for their homes Brother Geo. Burns, in behalf of the O. R. C., presented the Auxiliary with hall rent for the coming year, which was gracefully responded to by our president, who expressed the hearty thanks of all the Sisters. Brothers, such gifts are indeed pleasant and serve to make stronger those ties which now bind us all so closely. May we each and all so live that the future may contain nothing but pleasant and agreeable surprises for us all.

We are nicely settled in the new K. P. hall. Our meeting days are the second and fourth Wednesdays of each month, at 2:30 p. m. All visiting Sisters welcome.

Yours in T. F.,
MRS. WM. BOYLSON.

CHICAGO JCT., OHIO.

Editor Railway Conductor:

Although Myrtle Division No. 25 has been organized two years last October, and we have always elected a correspondent, I have only seen mention made of our Division once. And while I am a very poor correspondent myself, I will endeavor to call attention to our prosperous little Division. We organized with twelve members, and have just doubled the number. We have started the year 1895 with one initiation and have prospects of getting a few more.

We had a very pleasant visit last fall from our Grand President, Mrs. Moore, and the chairman of the grand executive committee, Mrs. C. P. Hodges. They both happened in on the same day and were gladly welcomed by the members of our Division. They seemed very much pleased with the general condition of our Division, and we can assure them that we will be very glad to have another visit from them in the near future.

At our last election of officers the following were chosen to preside during the year 1895: President, Mrs. T. B. Reid; Vice President, Mrs. C. B. Tompkins; Secretary and Treasurer, Mrs. J. M. Wray; Senior Sister, Mrs. J. L. Slagle; Junior Sister, Mrs. B. C. Lewis; Guard, Mrs. C. A. Clark; Chairman Executive Committee, Mrs. D. E. Hilgartner; Delegate, Mrs. W. H. Budd; Alternate, Mrs. B. C. Lewis.

They have been regularly installed and we can only hope they will fill the several offices as efficiently as our retiring officers, whom we wish to thank for their faithful labor in our behalf.

In the February issue of THE CONDUCTOR there appears several interesting articles from the ladies of the Auxiliary, among them one from Mrs. C. P. Hodges. We fully agree with Sister Hodges. It does seem that there ought to be an L. A. wherever there is a Division of the O. R. C., and we believe that all that is necessary to start one, is some energetic worker who is interested in our behalf. May success be with you, Sister H., and ere the year expires may your efforts be rewarded by seeing the number of our Divisions go from 57 to twice that number. I am satisfied that with a good organizer in the field this result could be easily accomplished. Sister J. H. Moore says "Let us resolutely set aside every idea that cannot become an active working principle." We heartily concur with you in that, Sister Moore. But that leaves room for much argument, for we see that there is a move contemplated to start an insurance department in our Order. Can we, Sisters, incorporate anything of the kind into our Order, and conduct it on strictly business principles, without in a measure losing sight of the prime object for which we were organized, "Moral and social advancement of the members of the L. A. to O. R. C?" Is this an idea that can be put into an active working principle? It would seem to the writer that by so doing we would be gradually diverting our Order from a moral and social standpoint to one of business, conducted on financial principles. Suppose such a move is ratified by the Grand Division and we change our policy from that of an organization to advance the moral and social standing of conductors' wives to that of an insurance company, doing business on business principles, or probably some will say, "We don't wish to change the policy, but couple the two together." Well, then, arises the question, who is eligible for a life insurance? Are we going to take the entire membership of our Order into this department regardless of the conditions governing insurance? Would that be an idea that could be put into a working principle? Well, you say, we will take only those who are eligible into

this department. What will you do with those Sisters who are eligible to come into the Order for the social and moral advancement of the conductor's wife, but not as an eligible subject for a life insurance? Will we have two sections of this Order? Do you think, Sisters, that that would be an idea that could be put into a working principle? I think we should never lose sight of the noble principles for which we were organized, and I think that our husbands would not have us lose sight of these principles. Let us abandon any move that would in any way detract from those worthy principles. Let us do good, render assistance where assistance is needed, if in our power to do so. We can often be of great service to those around us, and do more to advance the standard of our Order, than if we coupled with it a "something" that a person had to die to win at.

Hoping to see something from our regular correspondent, I will close. With best wishes to all members of the L. A. to O. R. C.

Yours in T. F.,

N. E. P.

COLLINWOOD, OHIO.

Editor Railway Conductor:

A bad penny always returns, so here I am for another year, at least so says Aura Division, No. 26. I will proceed to business by giving you a list of our new officers, who have been duly elected and installed. President, Mrs. R. W. Olmstead; Vice President, Mrs. J. H. Jewett; Secretary and Treasurer, Mrs. Jennie Wood; Senior Sister, Mrs. A. M. McCowen; Junior Sister, Mrs. George Farrer; Guard, Mrs. J. C. Wood; Chairman of Executive Committee, Mrs. W. H. Moulton; Corresponding Secretary and Delegate, Mrs. T. E. Barnett; Alternate, Mrs. W. H. Moulton.

Let us hope that the new year, upon which we have just entered, may bring us an increase of membership and that we may all work together to the end that no worthy Brother or Sister may lack for sympathy and aid in the hour of misfortune. Let us endeavor to prove true helpmeets to our

husbands. If we do not understand all about targets and signals, we can listen to their trials and hardships and make them think we do.

Brother Ed Richmond's family have been sorely afflicted for about four months. He was taken down with typhoid fever last November and had a long run of it. Then their little boy and girl were attacked, and later his wife, but at last accounts they were all doing nicely, except Mr. Richmond, a complication of other diseases having retarded his improvement.

We have moved into a new hall which the K. P.'s have recently furnished, having a dining room, small cook room, tables, chairs, dishes, silverware, stove and everything complete. We have the privilege of holding socials there once a month, so if we do not have socials it is not because we haven't a nice place to hold them.

Looking over the January number of THE CONDUCTOR I see a Brother from Denver wishes us to tell him more about the socials, and I should be glad to give him what information I could if it was not for fear I would get myself into trouble. At our last social one of our worthy Brothers could not be found in the sitting room, (talking railroading with the rest of the men), and upon going in search of him, where do you think he was? In the parlor, sitting on the sofa between two young ladies, listening to piano solos, (so he said), which were being rendered by some of the other young ladies. Of course his wife was there but she was out in the kitchen helping prepare the lunch, so now you see, Brother, if I were to give full particulars, I might provoke my Brother to anger, a misdemeanor I would not wish to be guilty of. If said Brother should ever come east and will give our little Division a call we will have a social for his special benefit, and give him all the doughnuts and coffee he can manage, and sometimes when we have company we serve ice cream.

Wishing you all success in your undertakings for the new year, I remain

Yours in T. F.,

MRS. F. E. BARNETT.

SOME TRUTH IN IT.

Mr. Huggins—What do you think of the latest medical dictum that kissing is unhealthy?

Mr. Hunker—It is quite true. Mr. Munn happened to catch me kissing his daughter, and I was laid up a whole week.—New York Sun.

He was in love—profoundly so.

It pierced him through and through,
And he was pleased to hear her say

That she was that way too.

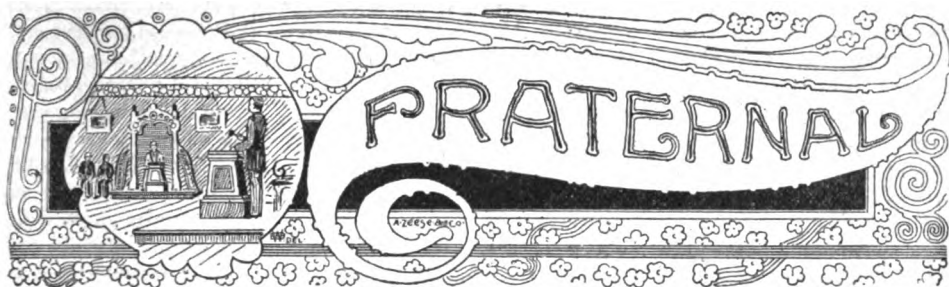
He popped the question to her straight

She backed and filled and ran

And wrote to say she was in love,

But with another man.

—Ex.



CHICAGO, ILL.

Editor Railway Conductor :

A correspondent writing from Fort Dodge, Iowa, finds much comfort in your editorial expression of the sentiment (certainly not peculiar to yourself) that: "He is no true friend of labor who argues that inasmuch as wrong has been done, wrong in return is justifiable." He is, nevertheless, much cast down in spirit by an outcropping of anarchism he seems to have discovered in some fraternal correspondence criticising the methods of politicians and corporations of capital working together, manipulating the functions of what your correspondent emphatically styles "*our* government." He says:

"The influx of this anarchist element from the nations where the bayonet and the sword rule, has, to an alarming extent, poisoned the spirit of our Americanism in many a heart, unconsciously, let us charitably hope."

What does he mean by anarchist? Did he get his definition out of the Chicago newspapers in 1886? Did you ever know, up to that time, that we had such a word in our American dictionary? Don't you recollect how you hesitated about pronouncing it, fearing to make yourself ridiculous by placing the accent on the wrong end, not knowing even whether the "ch" ought to be like k or chestnut? And what does he mean by our Americanism? Was the Declaration of Independence an exhibition of anarchism or Americanism? The abolitionists were not anarchists, but there were other epithets not less hateful then, perhaps, but stingless now.

He asks, "How it would look for members of the O. R. C. who happened to be dissatisfied with some of its laws, to be everlastingly kicking about it and accusing its officers of bribery and this, that, and the other." It certainly would not look so well as for such howling malcontents to walk quietly out of the Order and join another organization, or *make* another to suit themselves. But I can't see how that has anything to do with howling about the doings of the politicians, unless he wants to suppose also that your membership is

not a privilege to be relinquished at your own pleasure; that you can *not* step out and leave your boodler officers alone within; but that you were born in it, belong in it, and must remain and pay them your dues. Then, if there be nothing else to do, if you cannot get out except by buying a balloon, you *ought* to howl; something might come of it.

I know precisely what Americanism is—now in this last end of the nineteenth century, when we go to the newspapers for our definitions and not to the dictionary—and what anarchism is! Glorify the Declaration of Independence, and the fearless patriotism of its signers; that is *Americanism*. Recite one truth or all the truths enunciated by that document, and that is *anarchism*. Shout "we, the people," that is *Americanism*. Add to it "are the foolish builders of the ambitions of our betters," and that is *anarchism*. If a pickpocket rifles your pockets you knock him down if you can, and that is *Americanism*—an exhibition of violence, it is true, but all the more for that, *Americanism*. Put your hands behind your back and say "I won't" to a railway corporation, and that is *anarchism*. Fling a stone through the window of the banker who has closed his doors on your dollars and his own hundreds of thousands, and that, too, is *anarchism*. Sing the splendors of our enormous national wealth, that is *Americanism*. Ask in a whisper, "Where is it?" and that is *anarchism*. Denounce either political set, accuse them of all the crimes in the catalogue and call upon all "decent voters" to join the patriotic opposition of the other party, that is *Americanism*. Accuse both gangs, and that is *anarchism*.

Let them fling their epithets. When "anarchist" will have lost its sting by constant, senseless use, let them select the next most hated word from their vocabulary and clothe it with the same significance. Its application is in a large measure a matter of local education, any way. A brother writing from Boston, appeals to Brother Clark to stop the gold money monopoly in its raid on our treasury, our liberties, and indeed, our very right

to live, since life depends on work, and he signs the carefully indefinite "122." What's the need of his precaution? That isn't anarchism—in Iowa. An Iowa man might sign his full name and part it in the middle. It's different in Boston.

"122" is howling against probably the cruelest, certainly the greatest power of our overboasted civilization. Let him howl, and let them stigmatize him. If they suppress him, his howl will be taken up and carried on till American workmen will have recovered their right to work and eat regardless of the amount of gold in or cut of the coffers of a few extortionists, especially privileged by this ("our") government and other governments, to corner the possibilities of our splendid productive ability.

"Two wrongs can never make a right." It is undoubtedly wrong to appropriate to one's self the right or property of another; then if to demand or compel restitution is another wrong, the last possessor is in rightful possession, and the first wrong is right. But is it wrong to demand restitution, even to howl for it? We have gone no further than that; we have said not a word of compulsion. All the worry about violence comes of the fear that our demand for restitution of our right, if it be sincerely persistent, and not a hypocritical cover of a "political reform" trick, will be answered in violence by the wrongful possessors of our rights. But listen: In the United States senate, last week, this very question was debated and finally settled, by men, than whom there can be none in our generation better qualified to handle it. The proposition was that wrong had been done by an agreement to sell gold bonds to a certain European company of bankers for from five to eight millions less than American bankers eagerly(?) offered. But it was argued and held, that inasmuch as the secret, wrongful contract calling for the delivery of many millions in excess of the rightful necessities of the American taxpayers was signed by a servant of those taxpayers, the contract must be upheld and ratified to make the first wrong right, and there had been as yet no transference of any property between the parties concerned.

I wish every workman would hear and heed the howl of "122." The injunction scheme, the blacklist, the proposed arbitration law, all together in the aggregate of their importance to the workman's welfare, sink into insignificance as compared with his actual interest in this bond business. We, the workmen, must pay that unrighteous debt; whether we have work or not, while we live we pay; and the less we have the more we pay in proportion. We are the bondsmen, and so many of our masters are now in Europe

(Why?) that at the first sign of repudiation hundreds of thousands of European bayonets would clank together into a great big question mark. Why is it that these European bankers, with every army of Europe under their orders, if need be, have just added to their interest in the "honesty" of our dollars another hundred millions or so? Or why is it, do you suppose, they were allowed to do so? Can't we rake up as big an army as anybody? Is American patriotism dead?

Our leaders are studying up these things as they never did before. Let us hang together, that we may not be helpless in the hands of our servants. That isn't anarchism; and if it is, who cares?

Yours truly in P. F.,

BROTHER.

BOSTON, MASS.

Editor Railway Conductor:

Having seen my former blow off in the February issue, I will take courage and try and crowd the old pointer up again, but if you think the safety is too light, why screw it hard down and I'll shut off altogether.

I trust that every one who read the article of "Brother," of Chicago, will agree with me that it is a good one and shows careful thought on the part of the writer. He seems to have taken hold of the right handle, that is the importance of securing legislation beneficial to the working man. Now this is something that absolutely concerns every member of the Order, and when a man fails to instruct himself as to the proper way to vote, or fails to vote, he is not only doing himself an injury, but he is hurting others.

Every legislative committee, both state and national, should keep in touch with legislation and be ever ready to "push a good thing along," or do all in their power to stop harmful legislation. Now I have no doubt that a good many of the state committees do not pay attention to their business, and in states that I know of they do not do any business at all, not even organize. Now this is wrong with a large "W," and when the working people get aroused and see the power they have in their ballots, if thrown in a concerted manner, for their own benefit and in opposition to private monopoly, they will be more than agreeably surprised and will wonder where they "have been at" in other days. Now these legislative committees can help wonderfully in opening the eyes of the sluggish voter by showing him who does, and who does not, vote in his favor when these various measures come before the legislature. They can easily join in with like committees of other labor organizations and keep the members posted on the names of parties antagonizing labor.

I can hardly agree with "Brother" on his idea of Judge Gaynor, because he took the wind all out of his sails when he virtually gave the companies twenty days in which to obey the order to run cars in an hour. I think it shows that every branch of the government is in the hands or under the control of the capitalistic element, and against labor of any form. But the workers and producers will eventually see it, and then look out for socialism or at least the nationalization of the more important industries, in fact, it is here now in the shape of municipal lighting plants and promised rapid transit for New York.

I differ with "Fin," of Richmond, Indiana, that "Labor and capital must go arm in arm together," because under the present competitive industrial system, capital always trips labor up when they have gone arm in arm long enough to suit capital.

I tell you that the military preparations that are displayed all over the union, beginning at the public school and ending in the regular army, only go to show that the capital or property element want one half the people drilled so they can shoot down the other half when they ask for bread or work.

Now that the convening of the Grand Division is close at hand I think all Divisions should carefully discuss all phases of the accident laws of the Benefit Department, so that when the delegates meet they will have had some ideas as to what is needed on that question and so save hasty action that might be regretted before next winter.

I think if Jose Gros would read "Law of Equal Freedom" and "Public Ownership of Monopolies," by Prof. Frank Parsons, of Boston University, that he would not jump onto "S" quite so hard.

I guess the "Arbitration bill" will have to go over to the next congress.

We are arranging with Division 157 to have a union meeting and expect to have a good attendance from all New England. It will probably be held in our hall the last Sunday in March.

Business is rather light, if anything, and money is scarce.

Wishing to hear from Mr. Borland in favor of government ownership, I remain

Yours in P. F.,

"122."

PADUCAH, KY.

Editor Railway Conductor:

There is a report in circulation along the line of the C. O. & S. W. R. to the effect that a letter was sent from Division 290 with the seal of the Division thereon, to the receivers of said road (or the U. S. court at Cincinnati, Ohio, in whose charge the road is) that the conductors of said road

were satisfied and would make no request to have wages restored.

As secretary of Wingo Division, in justice to myself, as I have charge of the seal of the Division, I deny that any such letter (or any similar one) was ever written by either me or by members of Wingo Division. I can't understand the motive of circulating such a report unless it was to try and injure the conductors of our road and Wingo Division with those abroad. Its author can't certainly do any harm at home, as he is too well known for any of us to believe anything he says.

Please publish, that all conductors who read may be correctly informed.

Yours in P. F.,

T. J. MOORE.

COVINGTON, KY.

Editor Railway Conductor:

As the time approaches for the next biennial session of the Grand Division, the question naturally arises "what legislation is needed to strengthen the Order?" To strengthen may mean one of two things, or it may mean both. One way to strengthen is to increase our membership, another way is to increase our power to accomplish the objects sought by the Order, and still another is to increase our membership and power. Now, the secondary question is, how is this to be accomplished?

One trait of human character that is more prominent, perhaps, than any other, is selfishness. Men will sometimes do a thing through curiosity, but in a general way to get a man to do what you would have him do, or rather to control him, it is necessary to appeal to his selfish nature. To successfully solicit him to become a member of the Order of Railway Conductors, or of any other order for that matter, you must convince him it will be a benefit to himself individually, and to hold him in line after he is once a member, you must gratify whatever ambition he may have for place or power or else show him that it is to his personal interest in some other way to retain his membership.

As not all of our members, or all that we may expect to become members, can be expected to be benefited directly in certain ways in which our members are sometimes benefited, we must look to something that will be of general benefit, in order to gratify the selfish nature and hold them in line.

Last summer when the storm of insurrection and discontent beat upon us with all its fury, when it was said by the weak-kneed that none of the railroad orders could withstand the shock, I with all confidence, said there was nothing to fear

so far as our Order was concerned, that we had an insurance department that would hold our members together and preserve our organization under all circumstances. How true my predictions were or how much the insurance department had to do with holding our members in line is only a matter of conjecture. There is no doubt, however, judging from the diversity of ideas that have been presented from time to time, for the government of that department, that the interest taken in it by our members is quite general. If it be true that we are to depend more on the insurance department than on anything else to hold our membership together and keep alive the interest in the Order, it behooves us to elevate the insurance department to the highest standard of excellency and make it second to no mutual or fraternal insurance in the world. This can only be done by avoiding all sentimentality and conducting this department strictly upon business principles.

The first step in the right direction should be to place it on an equitable basis. Equity is the life of all insurance. We are today the only organization that I know of with one exception, that requires the young man to pay as high a premium as the old one, or in other words, to pay for the old one.

That a strictly equitable rate could be made, the "old line" companies have spared no expense to correctly ascertain the average expectation of life at any age from twelve years up to seventy years, thereby enabling them to make a rate by which the old man would pay in as premiums as much as the young one. The table of expectation of life as adopted by all "straight" life insurance companies is given below in periods of five years.

AGE.	EXPECTATION.	AGE.	EXPECTATION.
20	42.2	45	24.5
25	38.8	50	20.9
30	35.3	55	17.4
35	31.8	60	14.1
40	28.2	65	11.1

It will be seen by the above that the man of twenty years has the expectation of living as long again as the man of fifty years, and nearly four times as long as the man of sixty five years. Can anyone for a moment question the justice of requiring the 65-year old man to pay nearly four times the amount required of the young one? One high up in the counsels of the Order advises me that discrepancy in age is in a measure overcome by limiting the amount carried by the old member. A greater mistake was never made. We are denying to the old Brother the right to give to

his loved ones the amount of protection that he might desire, although willing to pay for it, and at the same time we still require the young Brother to assist in paying for what little insurance the old one carries. The most unbusiness like feature of our insurance is the total disability feature. If ours were an accident instead of a life policy, the total disability feature would be all right. The last Grand Division had more trouble defining total disability than it had in disposing of all other questions that came before it unless it was that of disposing of nearly \$70,000 in total disability claims that came before it on appeal for settlement. And yet, the law as it is is not satisfactory. It has been demonstrated that the loss of a hand or foot is not total disability, from the well known fact that there are a number of men now employed in the various branches of train service who have a foot or hand off. On the other hand there have been several cases reported wherein we know that the Brother was totally disabled, but the law did not cover those cases, consequently the claims could not be allowed. If the law describing total disability is made more comprehensive it will open the way to all manner of imposition and fraud, and will so materially increase the cost of carrying our insurance that many of our members will withdraw from the Order rather than submit to it. Whenever life insurance costs over \$16.00 per thousand to one of the age of 35, it is dangerously high.

It has been suggested that instead of paying the full face of the policy in cases of total disability that we make the law more comprehensive and then undertake to pay one-half the face of the policy, at the option of the claimant to accept it or let the policy remain in full force until death. While that plan might have some advantages over the one now in force, it will never be more satisfactory. No plan by which total disability and life insurance may be combined can ever be satisfactory. Let us eliminate it entirely. It is unfair, unjust, inequitable and unbusiness like. Besides, it in a measure defeats the aims of the insurance department.

When that department was created, it no doubt was for the purpose of placing within the reach of the members, at a nominal cost, the opportunity of providing for the ones dependent upon them in the dark hours when there is no husband and father to provide for their wants. A few years ago it was made compulsory on the part of all new members (and the old ones should have been included) to become members of that department and carry at least \$1,000. One reason for this change in the law was to compel every member, even though he had no family or friends, to pro-

vide for himself decent sepulture and not be dependent on his Division.

In a large number of cases in which we might pay total disability claims the money would, in a short time, be squandered in a fruitless effort to conduct some kind of business, the Brother still retaining his membership in the Order, and in turn dying penniless, his Division is compelled to assume the expenses of his funeral and also to see that his family is cared for. On the other hand, if the Brother had not realized on his policy he might possibly have found some light work, which together with a little aid from here and there, might have kept the wolf from the door and left his policy intact, so that he would not have to become an object of charity.

In order that a Brother might not be compelled to relinquish his insurance through permanent disability, the result of sickness or injury, or by reason of old age, whereby he is not able to earn a competent salary, I would propose that we make a policy non-forfeitable in such cases by requiring the secretary of the insurance department to pay such assessments as may accrue against the policy and charge it to the expense account, and when the policy is paid at death deduct from the face of it, without interest, the amount so paid which will revert to the credit of the expense account.

This letter is already much longer than I had intended, so will not undertake to elaborate my plan, but will leave it to the consideration of your readers, hoping that it will bear fruit.

Very truly in P. F.,

M. D. FELKNER.

WAUKESHA, WIS.

Editor Railway Conductor:

I think it is time that No. 259 was heard from, even if only in a small way, as the impression might get out that we were out of sight, but we are alive and quite lively.

We celebrated Washington's birthday with a reception and ball, which was a grand success in every way. Thanks are due our executive committee for this success. Oh, by the way, it would not do if we did not render unto the ladies a large portion of the honor for helping us so generously.

Two hundred and fifty nine is looking forward to the time when every Brother in the Order who is eligible to do so, will hold a policy in our insurance department, which, I think, is the very best in every respect, taking into consideration the cost per thousand and the benefits paid.

I am glad the union meeting at Chicago took the stand it did on changing our insurance laws as was recommended by a Division of our Order.

There were many good points brought out in

the discussions had on the different subjects at this union meeting, and I wish there had been "standing room only," at both sessions.

Our members of the W. C. R. R. have been kept quite busy this winter considering the times, and cannot complain.

I would like to hear from other members of our Division through THE CONDUCTOR.

Wishing the Order and all its members peace and prosperity, living up to and abiding by the law.
Fraternally yours, 259.

ROCK ISLAND, ILL.

Editor Railway Conductor:

I never see anything in THE CONDUCTOR about Division 106. They are still on earth, and are meeting each Monday morning at 9:30, just the proper time to escape the washtub.

We have about forty-five members and more coming in. The attendance is good each Monday and all the Brothers take an interest in the Division and the Order in general. We have some Brothers who would miss their meals in order to get to meeting on time. Our Chief Conductor, Brother McKee, strikes the gavel promptly on time and the meetings last until noon. A general good time is expected each meeting.

We gave a grand ball December 19th, which was the grandest the city of Rock Island ever saw. Everything was first class. The success of the ball was assured when the floor managers were appointed. Brothers Dizotell, McKinley and Donahue are deserving of great credit for their work on the floor. The hall was decorated to the "queen's taste." Brothers Strawhorn and Rohweder stood guard at the door and none but the best were admitted. Superintendent Stilwell, of the Iowa Division C., R. I. & P., C. W. Jones trainmaster, and T. C. Scott, chief dispatcher, were in attendance. Brothers John, Kearney, Curtiss and Castor, with assistance from the ladies, decorated the hall, although "Snow Ball" Kearney did not help us much after Mary Ann and the baby came home.
Yours in P. F.,

"UNKNOWN."

EL PASO, TEXAS.

Editor Railway Conductor:

Located in the land of perpetual sunshine and cactus, on the banks of the far famed Rio Grande, famed for what I know not unless for its muddy water and the habit it has of running dry when most needed, Division 69 presents itself to THE CONDUCTOR and asks a share of its pages. Our annual election of officers passed off quietly, with a few changes and a good attendance. The old war horse, Dad Lesser, succeeded himself as our Chief.

The past year has been a fairly prosperous one with us, and we have much to be thankful for considering the general depression that has existed all over the country.

We were recently honored with a visit from our Assistant Grand Chief, which was greatly appreciated by those who had the good fortune to meet him.

We have leased a fine hall and have it elegantly furnished. So far Division 69 has prospered in the matter of initiations and the prospects are good for more in the near future.

We have a full extra list all the time and so far all have been able to make a living, and the outlook is pretty fair for a good local business this summer (which is our slack time) as a new coal mine will shortly be put in operation. I will give you the personnel of some of the boys who belong to Division 69. On the Atlantic system of the Southern Pacific, we have Brothers Dillon and Allen on the varnished cars, with Brother Doyle so calm and serene, doing the extra work, and Smiling Johnnie Herreman handling the Sunset Limited. It is hard to say which J. K. likes best, running the limited or buggy riding.

On freight we have Brother Sullivan, the portly politician; Brother Graves, the terror of those who haunt the side door Pullmans; Brother Moss, who was never known to kick (?); Brother Welch, who daily expects the next heavy wind will blow him away; Brother Stockwell, our able and energetic secretary, who prides himself on having a car resplendent with gilt and Pullman curtains; Brothers Joyce and Hartman, who handle day and night yards at Valentine, and many others who I will present to you some other time. On the Mexican Central we have Brothers Prickett, Johnston, Burlingame and Naw, wearing the grey and punching tickets, with Brother Kramer as g. y. m. of the Juarez yard, and a few more who are trying to teach the greasy Mexican brakeman to talk English.

On the Santa Fe we have Brother Russell as g. y. m., with Brother Christley as his chief assistant, and a few others. On the Texas & Pacific we find Brother Herreman looking after their orange trains, which are running freely just now.

The members of Division 69 thought they wanted a regular correspondent. I think they will soon change their minds if they ever see this.

Yours in P. F.,

GEORGE H. AITKEN.

PARKERSBURG, W. VA.

Editor Railway Conductor:

Division 369 has been organized nearly a year,

with a present membership of twenty-four. We hold meetings regularly with a good attendance.

Death has entered our midst and taken away one of our loved ones, Brother C. L. Erwin, who was killed in the performance of his duty on the B. & O. S. W., at Greenfield, O., March 4th. As no one saw him take the fatal step I cannot state how it happened, but his mangled remains were found beneath those cruel wheels, which take the lives of so many of our fellow workmen. Brother Erwin was loved by all, always greeting each with a kind word and smile. We knelt at the same altar at the same time when seeking admission into the B. of R. T. and the O. R. C. His place cannot be filled to the loved ones left behind. He was followed to his last resting place by his parents, sisters and a host of friends and Brothers. He was conveyed to his tomb by Brothers Swann, Moran, Coffman, Morehead, Smith and Hendershot.

The family wish to extend thanks to all who gave them sympathy and consolation in their sad bereavement.

Yours in P. F.,

W. E. HENDERSHOT.

CHICAGO JCT., OHIO.

Editor Railway Conductor:

We now have a membership of forty-five, with two petitions on the secretary's desk. At our annual election of officers in December, the following were chosen: D. E. Hilgartner, C. C.; Ed Raymond, A. C. C.; C. B. Tompkins, S. & T.; R. H. Elder, S. C.; J. W. Crooks, J. C.; Wm. Hurst, I. S.; N. S. Ballenger, O. S. Our delegate is a Brother well known to Order fame, and a loyal man in every respect, who always has, and we believe always will, work conscientiously, to the best interests of the Railway Conductors. I have reference to Brother W. H. Budd. The Alternate is D. E. Hilgartner, our hustling Chief Conductor.

We do not wish to brag or sing our own praises, yet I must say that we have as nice a Division as you will find anywhere, and have an average attendance with other Divisions of equal membership.

We have just received the statement of our Grand Trustees and feel gratified that the Order is on such a sound financial basis, which we must admit is the result of good and judicious executive management, which state of affairs we sincerely hope will continue.

There seems to be a disposition on the part of a number of our Divisions to set aside our insurance laws and resume the payment of disability claims

indiscriminately. This, in our estimation, is an evil which we cannot guard too closely against. The sound financial basis of our insurance department to-day is wholly due to these laws. When we take the Order insurance, it is with a full knowledge of what constitutes a disability claim. We know that it is conducted upon the soundest business principles. We know that when we become disabled within the law or are so unfortunate as to get killed, that our beneficiaries receive *at once*, the face value of our policies. It is not a case of "Poor fellow, he ought to have it, but I don't know whether he will or not." It is simply a case of *you have* or *you have not* received injuries which conform to the requirements of the constitution and you receive what you have paid for. The indiscriminate payment of policies has been tried by other organizations besides our own, and they have all arrived at the same conclusion, that if they desire or intend to remain in the insurance business, that they have got to draw a line at a certain point and stop at that line. Otherwise, in a remarkably short space of time they will have entirely outlived their usefulness to their membership, or will have placed the cost of this mutual insurance so high that none but the wealthy can hope to obtain it, and at the end of a few years it will drive all the members from your insurance list, and in many instances from the Order. I will say, for instance, the Order of Railway Conductors has a membership of 22,000; of this number 12,000 belong to the insurance; of this number 6,000 are old members and the insurance is not compulsory—they have taken it because it is cheap, it is cheaper than anything they can get; they have watched it carefully and have been inspired to confidence in it. It is not only cheap but it is good. Others from among the 10,000 are arriving at the same conclusion and are gradually making up their minds the same way. Why? Because it is a reliable business affair, conducted on purely business principles. But you set aside this law and resume the indiscriminate payment of illegitimate claims, and you will see how soon those who are carrying three and four thousand dollars will find that one will be more than they can afford to carry, and the result will be in many instances he must (reluctantly) give it up. I for one deeply sympathize with all Brothers who have sustained injuries, severe, yet not covered by the clause, and would gladly see them receive some benefit from the Order. Yet were you to pay one, would it not open your doors to a thousand similar claims? and do you think it would be just to pay one and reject the other 999? or to pay 999 and reject one? Is it not a fact that as you do unto one, unto the others you should do likewise? We

will say a Brother has sustained the loss of three fingers on one hand; he makes a claim, and under a policy allowing the indiscriminate payment of claims, his claim is allowed. Very good; he had a bad hand; the next man comes along, he has lost two fingers on one hand and one on the other; his claim in the judgment of the insurance committee, is not valid and is disallowed. What is the feeling you have created? One Brother lost three fingers and you paid his claim, the other Brother lost three fingers and you did not allow his claim. Where are you going to draw the line? Why should you pay one and not pay them all?

Brothers, the Order of Railway Conductors and its mutual insurance are on the high road to success and prosperity, owing wholly to the business principles upon which they are conducted. Think well before you lay it open to bankruptcy, by sending delegates to the next Grand Division, instructed to vote against a law that has gained for us prosperity and put us upon the sound basis upon which we stand.

Before I close I wish to say that we have a very large and prosperous Ladies Auxiliary to the O. R. C. here, and the ladies, I am glad to say, take a great interest in their work and are the pride of 292. With best wishes for continued prosperity,

I am yours in P. F.,

CHICAGO JCT. T.

DENVER, COLORADO.

Editor Railway Conductor:

It seems a long time since we have had a new number of THE CONDUCTOR or written anything for publication in it, for we are always glad to hear the boys inquire, when we happen into Charley Gardner's office, "Is it not about time for a new magazine, Charley?" for Charley's office is the official rendezvous for all Order men while in town, and he is the father, the guide, the supreme ruler, and his word is gospel with them.

At the regular meeting of Division 44 on February 3d, our Division register showed fifty five members present. Brother Garretson, Grand Senior Conductor, was our visitor, and had some very instructive suggestions to offer, but owing to much important business, his remarks were whittled to suit the occasion.

Three degrees conferred on Brothers Hines and Bartlett, by Brother Garretson; three candidates elected; settling up ball business, etc., occupied the time until quite late, when the more restless, or "I've got a date," or "I've got to go out," (looking at their watches) members made their exit, but the old timers that were there for business, or like ourselves had no one who would arrange dates with them, staid till the last.

We mention with regret, Brother Garretson, our acquaintance being so limited with you, yet we are entertaining the hope that we will "see you later," and will say in behalf of this Division, that you, like all deserving Brothers, have, or should have, the key to the house where you are as welcome as the "flowers in May."

At our meeting February 17th, thirty-two members showed up; two joined by transfer and three were introduced into the mysteries of the first and second degrees.

Brother Frank Conboy has been seriously ill with pneumonia, but at this writing is much better. Brother Ed Miller is acting as nurse and all around man on the North Side, and has more business than a cat watching two rat holes. We hope to see Brother Conboy among us soon, as he is one of our most active members.

Brother John Hilton had his hand run over in the D. & R. G. yards at Denver. We understand he lost one finger and part of two others. He is in the hospital at Salida. Brother Burt Little met with a severe, but not serious accident, in the same yard by having his thumb "pinched." No bones broken.

Brother Baldwin is still under the care of the doctor and says he has to be fed with a hose, being unable to swallow any coarse food.

Arthur Graves, whose hand was crushed some two months ago, is still unable for duty. He was braking for Brother M. C. Ward at the time the accident occurred. Brother Ward started a subscription, which resulted in the donation of about \$40 in cash, besides a large stock of necessities from the good people and railroad men along the line of the U. P. D. & G., where Arthur worked. It was a worthy act of Brother Ward.

We hope the unfortunates we have mentioned will rapidly recover.

Brother Jack Bluge of Salida, was shaking hands with his old friends in Denver, lately.

Brother John Hinkley has left our fold for new fields. He is an old railroad man and a worthy Brother.

What has become of our Sisters of 23, Ladies Auxiliary? They have been "in the shade" for some time. Sister Hinkley, where art thou? Sisters Kissick and Ogden, why is it thusly? We think they are going to surprise us by giving a grand opening in the union depot when it is finished. We want some of those socials the ladies are writing about. Make 'em in day time so we can go without laying off.

Oh, yes, THE CONDUCTOR is here but a little late, but is filled with good news, editorials, communications, etc., and we truthfully believe it to be the best issue it has ever been our lot to see

We note that Brother J. J. Bresnahan, late of Division 44, is Chief Conductor and Delegate of 372, Raton, N. M., and congratulate that Division on their selection, for J. J. is a "sure enough" stayer.

Yours fraternally,

HOT TAMALES.

JIMULCO, MEXICO.

Editor Railway Conductor

I notice an item in THE CONDUCTOR from J. E. W., Aguas Calientes, Mexico, describing the part of the Mexican Central lying north of Calera, as Ferrocarril Comfort and claiming it to be operated so very differently from the other portion of the road. From the general tone of his letter one would infer that O. R. C. men were not employed here to any great extent. Brother J. E. W. should not be so personal in his writing. I for one, can say, (and others working here will bear me out in it) that our superintendent, Mr. R. E. Comfort, is a gentleman in all respects and a friend to the Order. He is always ready and willing to help one of our kind of people out and will employ an Order man in preference to others, and I have no doubt Mr. Comfort is a constant reader of THE CONDUCTOR, and should he see that article I have an idea he would think this Brother a sort of a crank, or that his favors to Order men were not very highly appreciated. Brother J. E. W., please do not take offense at my criticising you, but should you come up to Jimulco you will find a good average of conductors here whom you can address as Brothers, and they are very well pleased with their superintendent, and can't see such a wide difference between the mode of operating this part of this road and any other railroad in the states. As for myself, I have been running a train here eleven months and am well pleased with both the road and the officers. Since I have been here I have not known of one single man being discharged without good cause.

Yours in P. F.,

A. A. DEEVER.

LOUISVILLE, KY.

Editor Railway Conductor

Division No. 89 was called to order Sunday morning, February 17, with Brother J. G. Harrison in the chair. Some of the members had become lax in their attendance, but the receipt of Secretary Dodson's letter informing them of the Division's action, and the consequences in the event they persisted in remaining away, had the desired effect. There was a large attendance. Several faces I had not met in the Division for a long time were there in expectation of being excused for their non-attendance.

I was favorably impressed with the enthusiasm and interest manifested by the members in the common good and welfare of the Order. The great concern shown in many matters that were discussed and that are to be brought to the attention of the next Grand Division, demonstrates their zeal, and it is evident our delegate will have a great deal of important work intrusted to his care. Division 89 is in hearty accord with the principles and views incorporated in the monthly circular from Brother E. E. Clark, under date of January 10, 1895, relative to the Arbitration Bill, and we have written our Congressman asking his earnest support in having it passed. He has promised all we asked. I hope other Divisions may concur in the same action that the Grand Chief Conductor may have the united support of the Order in his efforts to have this measure become law.

I read the remarks of the Brother from Division 122, in the February CONDUCTOR, upon the currency, with much interest, and commend them as sensible and worthy of more than passing attention.

The time has arrived when labor needs more representation in our National Congress, and when laboring men realize that they must put their shoulder to the wheel in the political arena and not depend upon the promises of the politicians, they will accomplish some good and their voice will be heard in their demand for right and justice. Labor has been too honest, always putting confidence in the politician, only to be forgotten after the excitement of the election has passed. But the experiences of the nineteenth century, with the many problems that exist, force labor to awaken from lethargy and protect herself.

By the way, I told you of the boys on the L. & N. R. R. in my last letter, so I must tell you of the boys on the C. O. & S. W. R. R., as they have a line running from Louisville to Memphis, Tenn., and are all members of O. R. C. and belong to 89.

Brother Richard Morgan is general superintendent, with Brother Henry Schueing as train-master, both "veterans" of the bell cord.

The main line passenger trains are handled by Brothers J. G. Dugan, Wm. Dyer, Charlie Campbell, James Connors, and jolly John W. Whedon, with Hugh La Rue and Ed. Foley on the extra list. Brother Bruce Ludwick runs the Elizabethtown mixed train, while the Hodgenville accommodation is handled by our old bachelor Brother, Henry McKenny. I am told Brother McKenny is contemplating a piece of romance and a surprise for his friends, as his best girl told him if he would only carry out the import of last year's "pass word" she would nurse him in future when

sick. There are two local freights handled by Ed. Gare and H. A. La Rue, with four fast freights in charge of P. J. Murphy, J. J. Dovey, W. Y. Hansbrough, John Seamond and Charlie Putnam. Brother Dan Kain is yard-master, while honest John Riley is our polite and gentlemanly depot-master. Brother Joseph Ross, formerly the train-master, has been appointed superintendent of the Falls of Rough R. R. with headquarters at Owensboro, Ky.

Hoping we may all meet at the Grand Division, I will close.

Yours in P. F.,

MACK.

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KNOXVILLE, TENN.

Editor Railway Conductor:

Staunton Division No. 139 has gone through the past crisis—general depression of business and wage-cutting period—with as much fortitude as any Division of its ability in the country. We have had our hopes blighted by soothing promises, have looked forward to the time when all would be well again. But alas! when the time arrived, we have only experienced what has been repeated from ocean to ocean and from pole to pole. And the only consolation we have derived was, that we, as Conductors of Division 139, were only subjects-in-common with a host of brethren. Nevertheless, brethren, we have never lost courage nor faith in the virtue of the Order of Railway Conductors. I say some of us at least. The last year was a trying time on us—work light, our wages cut, and so many men who were able, and financially able, from long service, who had had the benefits of the Order in days that the Order's influence was most effectual, seemed indifferent, and disheartened us especially by their non-attendance.

But thanks to Brother R. B. Ragsdale, our Chief Conductor last year, the Order lived through the crisis, and it did so from the fact that Brother Ragsdale labored zealously and constantly for twelve long months and was at the hall every meeting day and held out every inducement to unconcerned members to attend the meetings. Brother Ragsdale went out of office disheartened to some extent, though in the eyes of every member a faithful worker in the cause of the Order. As a co-worker for the Order, Brother Ragsdale had the assistance of Brother T. E. McLean, Secretary and Treasurer, who should be remembered as a truly conscientious worker in the cause. He has been our Secretary and Treasurer going on two years and we are blessed and highly favored by having such a man—a man who is second to none—for this important office. By the way, Brother McLean is our delegate to Atlanta and some of you Brethren will have a chance to see

and electioneer with him. I can't say whether Brother McLean will stand much dictation. Division 139 have hinted to Brother McLean our choice. I will close this, my initiation as a correspondent, with a promise for something better.

Yours in P. F.,

G. H. MYNATT.

GRAND RAPIDS, MICH.

Editor Railway Conductor:

Since no one else seems disposed to keep the outside world posted regarding the doings of Division 102 I will undertake that pleasing task. I say pleasing because the Division is in good condition, with every prospect for even better things in the future. Our meetings are well attended and the encouraging feature of that is that the attendance is growing with each meeting. Still there is room for improvement and no doubt it will come in time. Some still seem to think that all their duty requires of them is the prompt payment of dues, while they may not have seen the inside of a Division room for a year, but let need of any sort come to them and they are the first to turn to the Order for aid. We should consider it a privilege instead of a task to attend Division meetings. Our interests as conductors are certainly centered there and we should be there to attend to them. Having members on all the roads running into the city makes attendance more difficult, but all should make it a rule to attend whenever possible, as the more there are present the greater the interest and profit to all.

Remember, Brothers, our latchstring is always out and should you be passing this way do not fail to give us a call; nothing pleases us more than to meet visiting Brothers. We expect to make quite a showing at the Grand Division through our jolly delegate, Ed. Johnston, or his alternate, handsome Frank Tomlinson.

I hope the members of the Auxiliary will pardon me for mentioning them last, as they are by no means least, unless it be in mere numbers. It has been my privilege to attend some of the socials and entertainments given by them during the winter, all of which were thoroughly enjoyable and for which they will please accept thanks.

Yours in P. F.,

W. W. LONG.

BOSTON, MASS.

Editor Railway Conductor:

New England Division rejoices in a membership of 217, with seven candidates to be balloted for at our next regular meeting and more to follow. We hope to have all the eligible material within the fold in the near future. Our officers for the

current year are: J. C. Royce, C. C.; J. W. Woodworth, A. C. C.; W. R. Mooney, S. & T.; G. A. Silsbee, S. C.; G. C. Newton, J. C.; C. C. Bancroft, I. S.; E. A. Hagggett, O. S.; A. H. Brown, Delegate; D. W. Sanborn, Alternate. With such gentlemen in charge our success is assured. We have our duties to perform, however, and first among them is to make the meetings interesting and profitable by attending whenever possible. There is not sociability enough in our Order. We are not all perfect and where we know of a Brother who is not all he should be let us get his confidence and endeavor to assist him. True sympathy will often lighten the load carried by a weary Brother.

At our last regular meeting a Ladies' Auxiliary with fifty charter members was organized under the title of Mascot Division No. 59. We meet every fourth Sunday at 10:30 A. M. Any Brother who happens to be in Boston on that day and gives us a call will receive a hearty welcome. Wishing Mascot Division No. 59 and the O. R. C. success,

I am truly yours in P. F.,

S. E. S.

LINCOLN, NEB.

Editor Railway Conductor:

Since my appointment as correspondent for Division 227 every time I meet a Brother he asks me where my letters go as they do not appear in THE CONDUCTOR. I will confess this to be my first attempt, so none have found the waste basket in the past, though I cannot vouch for this. The following board of officers will rule us during the coming year: J. T. Weisman, C. C.; M. J. Perry, A. C. C.; C. A. Johnson, S. C.; O. Steele, J. C.; O. S. Ward, S. and T.; Brother Genyer, I. S.; J. H. Burns, O. S. We are having work nearly every meeting and are starting the new year with great prospects ahead. Although our members are scattered to the four winds our watchful secretary seldom loses track of a Brother, but if the wanderers would drop him a card occasionally it would be a great help. Our meetings are not so well attended as they might be, especially while all have as much time as they do now. Where we used to have thirty-three crews we now have only twelve, so lots of the Brothers are hitting the hurricane deck. There are a number of important matters to be considered and all who can should turn out to the meetings, those who cannot make a speech can do some hard coaching.

I see where some Brother strikes very nearly home regarding the use of the ritual. Some of us have held office two and three consecutive terms and cannot do without it yet, and where is the one who can quote the article of the constitution or

find it without looking at the index when a circular is read referring to it?

In my opinion the bill published in the February CONDUCTOR would be a help to the Order in general and we should all take off our coats and support it. The best wishes of 227 are for all the O. R. C.

Yours in P. F.,

O. STEELE.

ATLANTA, GA., March 5, 1895.

The following information in detail as to hotel accommodations for the session of the Grand Division is given that you may be better able to determine what place to stop. We can best serve the visitors and delegates by you giving us early notice, stating fully what day you will arrive, how long you will remain, what hotel you wish to stop at and what rate you are willing to pay; also, how many in your party, whether some are ladies and how many are willing to occupy one room, and if a family or party wanting two or more rooms, do you want them with connecting doors, whether you desire room with private bath. Please state what you are willing to take provided your first choice cannot be obtained.

Our committee prefers to secure your rooms and assign as many as possible before your arrival. The Kimball House will be headquarters for Grand Officers O. R. C. They will take 500 or more; capacity 1,000 guests. First-class, largest hotel in city and just across the street from Union Depot. Rates, net \$2.00 to \$4.00 per day, owing to location and number in room.

Markham House, just across street from Union Depot, can accommodate 275, under same management as Kimball, a small but strictly first-class house. Rates, \$2.00 per day. Five or six rooms can be secured with private bath at \$2.50 to \$3.00 per day.

The Hotel Aragon, just four blocks from depot, a new hotel, first-class, and on the most fashionable street in the city, just at the edge of business section, will be headquarters for Grand President L. A. to O. R. C. This house is the equal of any in the South. Rates, from \$2.50 to \$4.50 per day, owing to location and number in room. Will take 300 people.

Hotel Marion, a new, handsomely furnished first-class hotel, will take 40 or 50 at \$2.00 to \$2.50 per day, located three blocks from depot between Kimball and Aragon. Rooms can be secured in private families with board for \$5.00 a week, or without board at \$5.00 for a room two can occupy.

The following smaller hotels, all well located and close into center of city, are good houses for the price, well kept and suitable for those who wish more quiet and less expensive quarters for their

families. Grant House, neat, nice place, four blocks from depot, \$1.50 per day; Talmadge, four blocks, \$1.50 per day; Ardmore, \$1.00 per day, well furnished, nearly new, only five blocks from depot; Arlington, nice, airy and well furnished, \$1.25 to \$1.50 per day, four blocks and near post office; Belmont, \$1.50 per day, five blocks; Metropolitan, just across street from Union Depot, \$1.00 per day, good accommodation for money; Weinmeister's, \$2.00 per day, \$12.00 per week, can take thirty to forty, only four blocks, next to post office; Folsom's European, rooms for forty to fifty at 50 cents to \$1.00 each person. Meals can be had at restaurants at reasonable rates, 25 cents up. The Leyden will have one or two spare rooms; rates \$1.50 per day, elegant house, good board, three doors from Aragon. The Ballard, just opposite, fifty to eighty people at \$2.00 per day or \$8.00 to \$10.00 per week, well kept house and located on most fashionable residence street in city, just on edge of business section. The Leland, a small, well kept and well furnished house, four blocks from depot, near Aragon, \$1.50 to \$2.00, owing to number in room, on quiet residence street. Nearly all the smaller hotels have car line in front, running to center of city and all are in five blocks of center. There will be an excursion trip from Atlanta to Chattanooga on Sunday, May 19, giving an opportunity to see Lookout Mountain and Mission Ridge, and at the close of Grand Division, about May 24, a special excursion will be run to Florida, taking in en route, Augusta, Ga., Charleston, S. C., with time to take a steamboat trip to the "Old Historic Ports;" Savannah, Ga., Jacksonville, Fla., St. Augustine, Fla., Palatka, Fla., stopping at each place long enough to see the points of interest, and returning via Macon, Ga. The only cost will be reduced rate for use of sleepers and the cost of meals.

It is desired to know as far in advance as possible how many are coming to Atlanta and how many will go on each excursion.

Yours truly in P. F.,

J. W. HUMPHRIES,

Chairman.

M. J. LAND,

Vice-Chairman and Sec'y.

LA GRANGE, TEX.

Editor Railway Conductor:

I will begin this letter with "having seen nothing from Division 76 for a long time, will write to let the Order know we are still in existence." I believe that is the usual style, is it not? But in earnest I would like to know where our correspondent is, as it is good to exchange ideas and let the order at large know of the condition of the Division, how business is, etc. This knowledge may

be useful to members while searching for employment, for this reason if for no other, I think each Division should be heard from occasionally. Business on the Houston Division of the S. P. Ry. is fairly good just now, everybody making a living and apparently contented. All of the conductors except two are Order men and are good men who understand their business. We have had no changes on this road among the conductors for years; our Superintendent Mr. Queeny, is an excellent gentleman, and never has any trouble of any moment with his men. If there is any he always meets our committee half way and adjusts things without trouble. I am truly glad to note that Brother Goodman has been granted a new trial and hope that he will come out all right. I think he was justified and believe I would have taken the same action he did. If this meets his eye I wish him to know that we are in sympathy with him. I agree with Brother Ed. E. Williams of St. Louis that Brother Logan should have his insurance. When a Brother becomes disabled to such an extent that he can not follow his avocation, he should be paid. I would ask the editor if, as now, Brother Logan is unable to make a living and can't pay his assessment, will he be dropped from membership in the benefit department? Also something about our protective fund; how much we have on hand in that fund. I note in the letter from Division 89 that Brother W. W. Sweeney has been appointed depot master at Water street, Louisville. I sincerely hope that he will not be quite as chilly as others I know. Yours truly in P. F.

H. LEYENDECKER.

[Answering the questions asked of us, we repeat that the liberality which is exercised in the payment of disability claims must depend entirely upon the willingness of the members to pay for it. Insurance against disability to perform certain work can not be purchased in the insurance market, and an effort to furnish it by any company, mutual or other, will end in bankruptcy. The law governing disability can not be made more liberal without seriously increasing the assessments and you all know what that would mean at this time. The laws of the Order must apply alike to all and so long as this administration lasts no favoritism will be shown in their application. For information relative to the Protective Fund you are referred to the last report of the trustees, copy of which was sent your Division in February.—Ed.]

TORONTO, CAN.

Editor Railway Conductor:

The members of Toronto Division No. 17 have been once more favored with a visit by Brother Wilkins. On account of pressing demands on his

time, arrangements had been made for a joint special meeting of all the Divisions in this vicinity, but owing to the very severe weather the railroads were blocked with snow generally, which kept a number of our own members away as well as those from the other Divisions. Notwithstanding this a very fair number greeted our respected Assistant Grand Chief Conductor and listened with close attention to his valuable information and able discourse.

In the absence of our chief, who was one of the many snow bound conductors, the chair was taken by Past Chief Conductor, Brother Chas. Mitchell, and the duties were performed with his usual dignity and ability. Congratulating those who were able to be present and listen to such instructive remarks, he, in a few well chosen words, thanked Brother Wilkins for his presence and address.

Brother W. Hassard represented Division 345. A few short speeches were made by some of the Brothers which concluded a very pleasant meeting.

A letter of sympathy was sent to Brother Wm. Pym who has been laid on a bed of sickness for some time at his home. He is now here in the general hospital for special treatment and we hope that we may soon again hear his melodious "All aboard for Haliburton." Yours truly in P. F.

W. J. GRAY.

HAGERSTOWN, MD

Editor Railway Conductor:

You hear from us so seldom that I am afraid a great many of the Brothers do not know that we have a Division in Hagerstown, the queen city of the Cumberland Valley. But if any of the Brothers wander our way and will kindly call at our hall we will give one and all a cordial welcome.

I am glad to say our prospects are brighter for the future than they have been in the past. Better attendance and better meetings. I was unable to attend our last meeting, but our Chief Conductor, Brother C. S. Grant, told me we had the best meeting we have had in six months.

We had an initiation last month and our candidate almost took the roof off of a box car, and our acting Assistant Chief Conductor had a finger-nail almost taken off in the wreck and we had quite a lot of fun over it. We have another application for membership and several more pending.

At our last annual election the following officers were put at the helm for 1895: C. S. Grant, C. C.; J. L. Clements, A. C. C.; G. H. Sheets, S. and T.; J. H. Sheets, S. C.; H. C. Wolf, J. C.; George B. McKune, I. S.; H. K. Darr, O. S.

Wishing THE CONDUCTOR and all Brothers the compliments of the season, I remain

Yours in P. F.,

H. C. W



Train Service—Palace Car Companies—Liabilities to Passengers.

When it appears that plaintiffs were in possession of tickets, purchased from a palace car company an additional ticket for the drawing room of one of its cars, part of a railroad train going to their destination. Before arriving there the train was turned back by the railroad officials, because of a washout on the road, and the plaintiffs were ejected from the car by order of the conductor of the train. By contract between the Palace Car company and the railroad company, the drawing room car was operated and controlled by the railroad company. Plaintiffs sought damages for the alleged illegal act of the conductor. On appeal, *Held:*

1. That plaintiffs could not recover from the Palace Car company as for breach of a contract to convey them to their destination, that company not being a common carrier of passengers for that line, and having made no contract to carry, its obligation being only to accommodate them with the drawing room in its car so long as the carrier would convey it.

2. In an action for such damages, evidence as to the relation existing between the Palace Car company and the railroad company respecting the car, and that the railroad officials ordered it to be turned back and plaintiffs to be put out, was admissible, as it did not vary the written contract between plaintiffs and defendant.

Duvall et al. vs Pullman Palace Car Co., U. S. C. of App., May 29, 1894.

Negligent Train Service—Injury to Married Woman—Elements of Damage—Statute.

1. In an action by a husband for damages resulting to him by reason of an injury to his wife occasioned by being thrown from the steps of a car as she stood there preparing to alight, wherein the rule of liability is based upon the following statute: "Every railroad company shall be liable for all damages inflicted upon the person of passengers while being transported over its road, except in cases where the injury arises from the

criminal negligence of the person injured." *Held*, not restricted in its application to actions to the passengers so injured, but extends to actions by third persons for damages sustained

Where the state further provides that in case any passenger on a railroad shall be injured while on the platform of a car while in motion, in violation of the printed regulations posted at the time in the cars, said company shall not be liable, etc. *Held*, such limitation upon a recognized liability, must be strictly construed; and in order to make such statute applicable, the car must be in motion when the accident occurs.

2. The married woman's act of this state does not deprive a husband of his right of action for the loss of services or companionship of his wife, and notwithstanding that act, he may recover to the extent that the injury sustained by his wife incapacitated her from performing the duties that reasonably devolve upon her in the marriage relation. Upon the injury of a married woman by negligence, two causes of action arise—one for the wife for physical and mental suffering, etc., the other for the husband for the loss of his wife's services and society and reasonable expenses incurred.

Omaha & R. V. Ry. Co. vs. Cholette, Neb. S. C., June 26, 1894

Note.—The charge of negligence in this case is that the conductor failed to stop the train at E. a sufficient time to permit his wife to alight, and negligently started its cars before she had reasonable time to alight, and while so attempting to alight was thrown violently to the ground. The defense was the statutory provision against standing on platform of moving car. In this case both wife and husband recover substantial judgments.

Carriers—Injuries to Passengers—Contributory Negligence—Conductor and Brakeman.

Where a railway passenger, on asking the conductor and brakeman of the train whether it would stop at a certain station, was informed that it would stop at a railroad crossing near it, when he could leave the train in safety. When, within a

mile from the place, moving at the rate of thirty-five miles per hour, the passenger, at the invitation of the brakeman, because it was expected that the train's stop would be very brief, went on the platform, and while waiting there, holding to the car rail, was thrown from the platform by the sudden stopping of the train. *Held*, that the question of his negligence was for the jury; and the statute relieving railroads from liability for injuries to passengers on platforms cannot apply where such passenger went on the platform at the invitation of the train servants.

B. & O. Ry. Co. vs. Meyers, U. S. C. C., 72 Fed. Rep. 367.

Mutual Benefit Association—Membership—Waiver of Requirements—Tender—Action—Beneficiaries.

1. Where a relief department in the nature of a Mutual Insurance Association, was maintained in connection with a railroad company, the members thereof being employes of the road; and, who by their contract of membership authorized the company to withhold from their wages certain sums to provide a fund for the payment of benefits in the case of sickness or death of members, the railroad contracted to make up any deficiency in the sum so provided. The department was under the general management of a superintendent, and supervisory control of an advisory committee. Applicants were required to submit to a physical examination. W— was an employe of the road, and on July 21 expressed to a soliciting agent of the department his desire to become a member. The agent in turn gave notice to the proper parties. This notice specified July 21 as the day when the application was to take effect. On July 22 W— was taken sick. No prescribed form of application or physical examination was made. W—'s name, however, was placed upon the roll of members and from the July pay roll there was deducted for the benefit of the department, the assessment due from W— on the basis of membership from July 21st to September 1st. August 7 notice of W—'s disability was received. September 19 the superintendent wrote to W—'s superior officer, stating that W was not a member of the department; that his contribution should be refunded by time check, and notice of disability be cancelled. On the 20th day of September said time check was tendered but refused by W— who died the same day. *Held*:

1. That the act of deducting from W—'s pay assessments on the basis of membership, with knowledge of the fact that no formal application

had been made, nor examination had, stopped the association from disputing W—'s membership.

2. That, all of the transactions being with the knowledge of the superintendent of the department, there was no question of the authority of subordinate employes to waive requirements, their acts being in such case the acts of the department.

3. That the department was not relieved from liability because of a rule which provided that where an employe had made a proper application, and passed a physical examination, the department should only be liable during a delay in the approval of his application and examination, but from denying that the application had been approved.

4. That the tender of the time check before W—'s death did not release the department from liability—because it was not a legal tender, and further, because liabilities had already accrued against the department from which it could not discharge itself by refunding the assessment.

5. An agreement to submit all questions to the superintendent, whose decision should be final, subject only to appeal to the advisory committee, did not prevent the maintaining of this action. The disclaimer was not judicial but administrative; the controversy was not between the association and a member, but was an action by the widow after membership had ceased, to enforce a liability accruing to her as the natural beneficiary according to the rules of the department. Judgment for plaintiff affirmed.

Burlington Voluntary Relief Dept. of the C., B. & Q. Ry. Co. vs. White, Neb. S. C., July 26, 1894.

Illegal Beneficiary—Effect—Who Entitled to Proceeds.

In an action by a creditor against the widow and administratrix of the estate of a deceased member of a Mutual Benefit Society the court *held*:

1. That the statutes of Massachusetts have not been so changed since May 5, 1885, as to allow a member of a benefit society conducting its business under chapter 183 of the 1885 statute to designate a mere creditor as his beneficiary.

2. Where a member of such society designates a creditor as the beneficiary in a certificate issued to him, in violation of the statute, the whole contract is void; and the executrix of such estate is entitled to the money due on the certificate, in trust for the benefit of those who, at the time the contract was made, were entitled to be named as beneficiaries.

Clarke vs. Swaitzenberg and Mass. Ben. Ass'n., Mass. S. C. Sept. 6, 1894.



With necks outstretched and uttering harsh, trumpet-like cries, the five sable birds came swiftly down the creek. We stepped from our place of concealment; they saw us and swerved sharply to their left over the rushes. John, with a magnificent shot, picked off the leading swan as it rose over a line of trees, and with his second barrel brought down another. I was less fortunate; the first barrel of my muzzle loader missed fire, but with the second I managed to cover the last bird at very long range. To my chagrin he continued to rise and topped the trees apparently un hurt. "You've touched him," said John, "I saw the feathers fly." And true enough, when we had picked up John's birds and made our way back to the horses, we found Nige with a dead swan which he said had fallen almost at his feet.—*Australian Bush Memories in Outing.*

Art Idols of the Paris Salon is a new quarterly publication issued by the White City Art Company, of Chicago, Illinois.

The subjects presented are reproductions of famous pieces of French art, largely made up from the nude. The pictures are elegant half tones; are 15x20 inches in size and are well worth the price fixed.

It is proposed to present six of these beautiful pictures in each quarterly issue. The series will consist of a total of 100 gems. Subscription price \$4.00 per year.

On the first of July his mortal remains were carried to the Pantheon followed by an immense crowd. On funeral cars had been piled memorial crowns, coming from every corner of Europe. They attested, under the glowing sun which shone that day, that everywhere, abroad, as at home, M Carnot had learned to make himself loved and respected; and even more than these crowns, the emotion depicted on all faces, and the tears which fell from all eyes, were proof of the same homage and sorrow. France had lost a noble citizen. She knew it, and proclaimed it. Those who have witnessed these scenes will never forget them. They justify us in saying that the beautiful life of

President Carnot had for its crown a magnificent apotheosis, the memory of which, associated with his name, accompanies it into history.—*A President of France, in The Cosmopolitan.*

The cessation of railroad building in the Midland region is by some mistakenly regarded as an evidence of our diminishing prosperity and progress. By others it is with equal superficiality thought to be an indication that the so called "granger legislation" of the past, with the possibilities of future legislation similar in tendency, has deterred the old corporations from extending their lines and prevented the formation of corporations for the building of new roads. Without reference at this time to the effects of legislation hostile, or regarded as hostile, to the railroads, the fact which needs to be made clear in this connection is that this Midland region has gone through the pioneer period of railroad building and now there is little left for the railroads but to improve their road bed, rolling stock, service and connections, and almost nothing left for the promoter of new lines and branches. The completeness of the pioneer work of road building in this region is well illustrated by the latest map issued by Iowa's Railroad Commission. This map shows that there is not a point in the state of Iowa that, measuring "as the crow flies," is fourteen miles distant from a railroad.—*The Midland Monthly.*

An era in the literary world is marked by the completion of the Standard Dictionary. This is not only the latest publication of its kind but is beyond doubt the very best. Its publishers are entitled to great credit for the fearless manner in which they entered a field, which, to some, seemed to have been fully occupied. Some idea of the magnitude of their undertaking may be gained when we stop to consider that five years have elapsed since this work was commenced; that during that time 247 specialists and editors, selected from the ranks of world-famed scholars, have been engaged in its preparation; and that one million of dollars were invested in the enterprise before a complete copy was ready for delivery. It would

seem as though the best term to use in describing this work would be to say "*it is complete.*" It is highly and warmly commended by leading critics in Harvard, Yale, Johns Hopkins, Cambridge and Oxford Universities. Every pains is taken to make the meaning of words clear and improvements in the spelling of technical words are introduced. The work is profusely illustrated, among the illustrations being many handsome full-page colored plates. While this work is indispensable to the literary world; is invaluable to the scientist and should be at the hand of every teacher, it is also one which should adorn every home and for such a work the prices are remarkably low. Published by Funk & Wagnalls, 30 Lafayette Place, New York City.

Public spirited citizens should organize and make their protests effective. Such a club should regard anything and everything pertaining to the good of the community and not otherwise provided for as within its province. It should demand good sidewalks, clean, well-kept and shady streets, parks and playgrounds, creditable public buildings, adequate educational appliances and salaries that will bring and hold such teachers as will make good schools. Recognizing that religion, historically and philosophically viewed, is not a mere matter of opinion, of private belief or unbelief, properly subject to individual anarchy or corporate ecclesiastical tyranny, but a tremendous fact, a prime social force, and, like education, a matter of the most vital public interest and moment, the club should demand harmonious co-operation among the churches of the village as among the various departments of the educational system, and should insist that the pulpits be filled by wide-awake, broad minded, earnest, sympathetic, public spirited men who will work for the realization of the kingdom of righteousness in their midst. The club would naturally push the work of building up the library and making the class and the debating club a success. It should encourage the formation of reading circles and Chautauqua circles; it should arrange lecture courses, University Extension centers, People's University institutes and the like.—*Union for Practical Progress in The Arena.*

It may be perfectly true that the men on their part ought not to have precipitated the strike; but the public had no concern with the men in their industrial capacity. It had a contract with the companies, having granted them enormously valuable privileges in return for the promise of efficient service. The companies were left without suitable men to operate their systems, and many days of advertising and effort were re-

collect a new body of men from distant cities. The rioting and lawlessness of the strikers were intolerable, and should have been suppressed far more firmly than they were. But the companies' abnegation of their public duties was the moral cause of everything that followed. Let us for argument's sake admit that so far as his own bargaining with his own employees is concerned, Shylock is entitled to his pound of flesh. The trolley-car "magnate" may propose to his men any kind of wage schedule and time schedule that he can invent for his own advantage. But he must be held to his contract to give the public its efficient transit service, or he must forfeit his public franchises. This is the most elementary sort of business proposition. It is more important here than abroad, because the cities of other countries are not nearly so dependent as our American cities upon transit facilities. Their populations are far more compact; and the day's duties, as a rule, take men and women only a short distance from their homes. It would be a salutary and also a perfectly just proviso in every American street railway franchise that if the efficiency of the service were in any wise diminished through a strike or a lockout, the franchise should be absolutely forfeited if the service were not restored within twenty-four hours.—*Review of Reviews.*

The climax of the exercise of "federal court power" was reached recently when a federal judge enjoined men from striking or quitting labor that had become distasteful or unprofitable. It would be a waste of time to seriously discuss the injustice of such an order.

Strikes are disastrous, and employees seem to forget that they are more direful in their consequences to them than to their employers, but the power to strike is the only protection laboring men have against their employers. Lockouts, too, are disastrous, but no court could take this power from employers. The judge who issued that injunction is an upright man, and what he did was simply a violent manifestation, on his part, of the idea that has been growing among many federal judges, that they can do almost everything necessary to enforce their ideas of justice. * * * That federal judges are subject to the every-day weaknesses of humanity was very forcibly demonstrated, when so many of them appointed relatives to office that Congress, a few years ago, was forced to pass a law absolutely forbidding it. * * *

The entire federal judiciary system should be overhauled. The power to indulge in judicial legislation should be effectually taken away. The power of the courts should be put in harness. In jury cases the judge should be required to confine himself to the law, leaving the facts to the jury. No appellate judge should be permitted to hear cases on the circuit. Appeals should be made comparatively inexpensive and easily obtainable. Congress should formulate a new judicial system, characterized by simplicity, under which litigants can feel assured that the law, as it is written, will be administered, and that it will be the same to and for all, and not depend upon the whim or caprice of any individual judge.—*Henry Wollman in North American Review.*

OUR GALLERY.



TERRENCE BYRNES

Above is a good likeness of Terrence Byrnes, whose favorite alias is W. A. Burns, age about 49; height, 5 ft 9; weight, 160; complexion, sallow; eyes, blue; hair, brown; mustache, reddish brown; looks consumptive and talks with a decided brogue. Will be readily recognized by any who were on south end of Utah & Northern in 1882 as an engineer employed there at that time. Is now under arrest in Chicago on charge of forgery. Various counterfeit letter heads, cards, seals, etc., were found in his possession. Is indicted for having B of L. E. seals. He was closely associated with those who counterfeited our Division card.



J. E. GARVER.

J. E. Garver, alias James Garver, is heavy set, has dark complexion, two front teeth in upper row missing. Claims to be a member of the Order of Railway Conductors and often wears the emblem in coat lappel. He has never been a member of the Order, but has succeeded in working several frauds on that claim. This picture has been identified as that of a person claiming to be J. P. Jones, of Mexico, who lately was at Cairo, Ill., and who was an imposter sailing under false colors and misrepresentation.

One of the worst of the frauds who have imposed upon everyone whom he could, is one Fred Forrestring. Age about 35; height, 5 ft. 8; weight,

180. Wears Knight Templar charm on watch chain. He was undoubtedly one of the gang who counterfeited our Division card. Was once a member of Division 92. He is open for any kind of a fraudulent deal.

* *

Another smooth article in working fraud is W. A. Cook, alias Ben. Spurrier and various other names. He was for a long time, and probably is now, a partner of Forrester's. They work "snide" watches or any other scheme to get money without working for it. Cook is 38 or 40 years of age, 5 ft. 8 inches in height, weighs 140 pounds, has dark

complexion, smooth face, is of slender build and a little stoop shouldered. He also wears Masonic charm on watch chain.

* *

A man claiming to be J. D. Lamont, of Raton, N. M., lately victimized some hotels and some of our members at Memphis, Tenn., with bogus checks. He is 30 to 35 years old, 5 ft. 8 in. high, weighs 165 pounds, has smooth face, light hair, blue eyes. Talks fast and is a good talker; is inclined to be friendly with everyone and refers frequently to the Masonic fraternity.

Anyone knowing the address of Brother W. H. Wilkinson of Division 17, late of West Bay City, Mich., will confer a favor by sending it to Secretary W. J. Gray, 27 St. Andrew street, Toronto, Ont.

* *

Brother Chas. C. Curtice, of Division 92, has been promoted to the position of city passenger agent for the Vandalia line at St. Louis. His headquarters will be at 100 North Fourth street of that city, where he will be pleased to meet old friends.

* *

The relatives of Brother Frank G. Gillett, late a member of Division 97, are anxious to learn his present address. Anyone possessing the desired information will confer a favor by sending it to Miss Jane Gillett, 729 West State street, Jacksonville, Ills.

* *

Brother Gonyer, of Division 227, is suffering from a double misfortune. About two months since his daughter was burned to death and more recently his little boy met with a serious accident which resulted in a broken leg. Brother Gonyer and family will have the sympathy of all.

* *

We are in receipt of a number of the Springfield *Philatelist*, published at Springfield, Ill., by a son of Brother F. G. Schmitt of that city. It is one of the most creditable of the many magazines published in the interest of that cult and is especially so when the age of the youthful editor is taken into consideration.

* *

Brother A. E. Carne, ex-Secretary of Division 313, has established himself in the gent's furnishing business at 104 El Paso street, El Paso, Texas. His old friends will find a warm welcome there and all will wish for his new venture a full measure of success.

Our thanks are due Brother C. H. Dale, manager of the Peerless Rubber Company, for the supply of artistic paper weights with which he recently favored this office. Brother Dale is past C. C. of Division 54, and has many friends outside the membership of that body who will wish him every success in his undertaking.

* *

Division 180 is making careful preparations for the entertainment of the Grand Division. They have committees provided to attend to the details of all arrangements and will be glad to furnish any information desired. All communications should be addressed to Brother M. J. Land, secretary of the committee on arrangements at the headquarters of the committee, 34½ E. Wall street, Atlanta, Ga.

* *

The members of Sugar City Division No. 363, celebrated Washington's birthday with a ball which proved to be one of the most successful society events in the history of their city. Their programs and floral favors were especially fine and the supper was the crowning triumph of the evening. It was the first attempt of these Brothers in the way of entertaining their friends and they have just reasons for feeling proud of the result.

* *

Correspondents will please bear in mind that the size of our magazine makes it utterly impossible for us to publish the purely formal resolutions usually adopted upon the death of a Brother. Enough of these resolutions and of obituary poetry is received each month to fill several pages and the use of all this matter is entirely out of the question. In case of the death of a Brother or of anyone nearly related to a member of the Order, please send us a brief sketch of the life of the deceased, with date and cause of death and where death comes in the performance of

duty, full particulars of the accident, and each one can then be given fitting notice.

One of the most pleasurable social events of the past month in Order circles was the Washington ball and reception given by the members of Bower City Division on the evening of the 22d. It was the tenth annual entertainment of the kind given by these Brothers and one of the most successful of the list. No pains were spared by them in making it an evening of unending delight for their friends, and the general verdict was that Division 113 had added another to its many social triumphs.

We have been remembered with invitations to attend the first annual ball of Joliet Division No. 364, given February 21, and of Fort Scott Division No. 165, and Sugar City Division No. 363, given February 22 last. In acknowledging the receipt of these invitations we wish to thank the friends who so kindly remembered us and hope they derived as much pleasure from the entertainments as would have been the portion of the editor, had attendance been possible.

The members of Jersey Central Division No. 307 and Neptune Division No. 169, joined their forces and celebrated Washington's birthday with a ball and reception, Elizabeth N. J., being chosen as the place for holding the festivities. It was the first time these Divisions had attempted an entertainment together and the flattering success rewarding their efforts will probably lead to a repetition in the future. There was a large attendance of members, wives and friends, as well as guests from abroad, Divisions 153, 54 and 291 being especially well represented. Nothing was left undone that could add in any way to the pleasure of the evening, and all who were so fortunate as to be present pronounced it one of the most thoroughly enjoyable gatherings they had ever attended.

Under the title of "Safety in Travel" the Chesapeake & Ohio Railway Company are out with a beautiful little pamphlet, which is really a work of art. It is handsomely illustrated and is descriptive of the excellent passenger service on this line. Much of the credit for good service is properly given to the men who operate the trains and much of the credit for having good men is given to the thorough and liberal system of the R. Y. M. C. A. reading rooms and buildings, furnishing comforts and attractions for the employes, provided and encouraged by the railway

company. The author says: "But there is another feature not often mentioned in this connection, and that is the character of the men who have charge of these traveling palaces. The best equipped and fastest train will only prove a nightmare of comfort if manned by discourteous and incompetent employes." This is an axiomatic truth readily recognized and acted upon by modern railway managements generally. The Y. M. C. A. has done and is doing a noble work. Other associations have long been at work in the same line and their effort to elevate the standard and to discourage intemperance have also borne good fruit.

The Home for Aged and Disabled Railway Employes, acknowledges the following donations for the month of February:

Division 39, Maloy.....	\$ 13 00
Division 67, Hayes.....	12 00
Division 335, Burbank.....	12 00
Division 243, Chamberlain.....	12 00
Division 201, Simcox.....	3 00
Division 13, McKensie.....	6 00
Division 320, White.....	12 00
Division 169, Mitchell.....	1 00
Division 65, Mathewson.....	2 00
Division 42, Rinard.....	12 00
Division 206, Oder.....	2 00
Division 217, Huebner.....	3 00
Division 138, Barniville.....	3 00
Division 90, Gunn.....	6 00
Division 108, Moales.....	12 00
Division 109, Price.....	2 00
Division 330, Hedgecock.....	1 00
Division 160, Keithline.....	12 00
Division 44, Gardner.....	5 00
Division 1, Penfield.....	12 00
Division 227, Ward.....	3 00
Division 121, Markey.....	12 00
Division 217, Huebner.....	1 00

Total.....\$159 00

B. R. T. Lodges.....	\$103 50
B. L. E. Divisions.....	51 50
B. L. F. Lodges.....	30 00
G. I. A.....	11 50
Ladies' Auxiliary to O. R. C.....	6 50
Ladies' Auxiliary to B. R. T.....	5 00
Personal.....	9 00
Result of chain letter Jan. & Feb.....	18 57

Grand total\$394 57

The L. A. to B. R. T., of Port Huron, Mich., sent a box containing linen of all sorts made up by loving hands. Who else can think more often of the wants and needs of such a Home than the ladies of the several societies?

Perhaps they do not always give the largest amounts, but they have the faculty of inspiring others, and their kindly influence is felt in a great many ways.

No doubt the contributors to the Home would

like to know how many Brothers are in the Home, their disability, where they belong, what we are doing for them and so forth. John A. Bangs, who has been longest in the Home, is from Division 46, O. R. C., has been confined to his bed for nearly three years from paralysis. Jerry Buskirk, from Lodge 12, B. R. T., who suffers from having had his spine fractured, leaving his lower limbs totally paralyzed.

Al. Mann, from Division 44, O. R. C., Denver, Colo., who lost the use of the left side, when he came to the home was in a pitiful condition, but has improved wonderfully.

Brother John Starr, from B. L. E. 217, Whitehall, New York, weighs 265 pounds, perfectly helpless, takes two men to handle him.

Brother Alfred Hewlett, of Division 281, O. R. C., who is inconvenienced from loss of left leg, is the tonsorial artist of the Home, preparing himself to earn a living as a barber.

Brother C. B. Martin, from B. L. F. Lodge 185, Delphos, Ohio, who lost both legs by falling between station platform and the train, has a very good education, is ambitious, and comes to the Home to learn type writing and telegraphy; entered college almost immediately, and from the rapid progress he makes will be capable to fill a position in a few months. The management courts investigation in every detail. Any Brother in good standing in any Lodge or Division of the several Organizations, when afflicted, is eligible to the Home. The Home is always open.

Fraternally,

F. M. INGALLS,

Secretary.

The proposed arbitration bill passed the House of Representatives without division. The debate was very spirited and resulted in the adoption of a few slight changes in the bill, the most important being a provision against punishment for contempt of court for violation of provisions of the bill. During the progress of the debate, Mr. Hepburn, of Iowa, said:

"Mr. Chairman: I am not basing my support of this bill alone upon the ideas I may have of what is the better course to pursue, but I am basing my support of it largely upon the recommendations of those men who are most interested, those persons who have given the subject the most of attention, and who are here through their representatives asking that this specific legislation may be

enacted, as they believe, for their benefit. They are men of intelligence; they are men of experience; they are men who know what they are doing. They are men who have studied the question thoroughly and who are entirely familiar with all the difficulties that environ it. They know that something must be done to pacificate these constantly recurring disturbances that menace communities, from which communities suffer, and which afflict so sorely individuals.

I do not suppose that this law is just what they would have. I know that it is but tentative. I do not suppose that it embodies all the provisions they perhaps would choose. But they are trying to get something. They are trying to take a step forward in the direction of quiet and in the direction of a peaceable settlement of these inter-necine difficulties.

Now, they have adopted this bill as a means of effecting, at least to a certain extent, a remedy. They propose to subject themselves to whatever burdens or difficulties may be in the bill, and under these circumstances, believing it to be the best legislation now attainable. Knowing that it meets their approval and that they desire its adoption, I am willing to waive whatever of personal objections I may otherwise have had, and assent to its passage.

But, I tell you, gentlemen, that something must be done in that matter. There must be some method adopted for the adjustment of these differences and the settlement of the difficulties which confront us in this question. I sometimes hear a person say: 'Why, if that man is not satisfied with his condition as a laborer and with his wages let him quit his employment.' Ah, gentlemen, these men cannot do that. There is the presence of every day want on this class of men. When they quit work, no matter how insufficient they may regard the recompense, they fly into difficulty worse than their first estate.

They cannot wait. They cannot be idle. Every day that a laboring man loses a day's work a part of his capital is absorbed. No industry, no diligence, no zeal ever recovers that. If the employer's business is suspended for a day he but loses interest. To-morrow the work may be resumed; to-morrow his capital may be employed, and he has but lost in the interregnum of idleness interest only. But the other man, the laborer, loses capital that is precious to him, for it is his all. And more—behind him is the wife and children; behind him is the fireless hearth, the empty larder. He cannot wait; his necessities will not wait. Hunger will not cease, and therefore he does not come as an equal into the contest. All of the advantages are against him, and he alone is burdened with all of the disadvantages. Now he says: 'I am willing to accept this bill. I am willing to take my chances under it. I am willing to submit to the burdens which the bill imposes.' It is no time, Mr. Chairman, it seems to me, under these circumstances, for quibbling over the matter."

The consideration of the bill in the Senate was prevented by objections raised by Senators Brice and Aldrich. Could action have been had there is no doubt but that the bill would have passed.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT

Cedar Rapids, Iowa, March 1, 1895; Expires April 30, 1895.

Assessment No. 293 is for death of Jos. Drinkwater. Feb. 19, 1895.

BENEFITS PAID FROM JAN. 21 TO FEB. 20, INCLUSIVE.

Ben. No.	NAME	Div.	Cert. No.	Series.	FOR	CAUSE.	AM'T.
805	John Joyce	14	5040	C	Death	Malarial fever	\$ 2,000
806	W. B. Hilton	122	4816	C	Dis.	Loss of arm	3,000
807	Edward Kane	95	309	D	Dis.	Loss of sight	4,000
808	A. F. Cowell	157	424	A	Death	Accident	1,000
809	John McMullen	350	2178	B	Death	Consumption	2,000
810	J. H. Sanders	43	56	D	Death	Pneumonia	4,000
811	C. E. Goddard	308	1604	A	Death	Brain tumor	1,000
812	M. A. Sullivan	302	4449	C	Death	Accident	3,000
813	F. M. Barber	200	116	D	Dis.	Loss of hand	4,000
814	H. E. Sanborn	157	3029	A	Death	Consumption	1,000
815	T. W. Holmes	289	4903	A	Death	Accident	1,000
816	C. F. Ketchum	35	3879	A	Death	Accident	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,927; Series B, 2,747; Series C, 4,592; Series D, 360; Series E, 78. Amount of assessment No. 293, \$26,027; total number of members, 12,704.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to January 31, 1895.....	\$1,860,269 20
Received on Expense Assessments to January 31, 1895.....	41,728 30
Received on Applications, etc., to January 31, 1895.....	29,081 60
	<hr/>
	\$1,931,079 10
Total amount of benefits paid to January 31, 1895.....	\$1,840,867 00
Total amount of expenses paid to January 31, 1895.....	65,850 13
Insurance cash on hand January 31, 1895.....	24,361 97
	<hr/>
	\$1,931,079 10

EXPENSES PAID DURING JANUARY.

Postage, \$130.00; Incidental, 85 cents; Salaries, \$359.17; Fees returned, \$21.00; Stationery and Printing, \$58.95; Assessments, \$1.00; Total, \$570.97.

Received on Assessment No. 289 to February 20,.....	\$24,420 00
Received on Assessment No. 290 to February 20,.....	24,411 00
Received on Assessment No. 291 to February 20,.....	10,470 00
Received on Assessment No. 292 to February 20,.....	2,618 50

WM. P. DANIELS, Secretary.



Tammany.

For the first time in its history the ranks of Fisher's Peak Division have been broken by death Brother John Tammany having been recently called to his eternal home. In this death the Division lost an honored member, the community an upright citizen and his wife and children a loving husband and father. At a subsequent meeting of the Division resolutions were adopted expressing to the stricken family the sympathy of the members.

Goodwin.

At a regular meeting of Richmond Division, No. 152, held February 4, last, fitting tribute was paid to the memory of Brother L. D. Goodwin, then recently deceased. He had been a worthy and well beloved Brother and his death brought a sincere sorrow to every member. The resolutions of condolence with the bereaved wife adopted on that occasion were no mere formal expression, but carried with them a Brotherly sympathy born of the loss each had suffered.

Lee.

The charter of Division No. 209 is draped in mourning as a tribute to the memory of Brother E. H. Lee. Deceased was an exemplary member of the Order, a true Brother in all that term may mean and his death left a vacancy in the ranks of his Division that will not soon be filled. The sympathy of all will be extended to the sorrowing family.

Raphann.

At a recent meeting of Division No. 46, L. A. to O. R. C., resolutions of sympathy with Sister Raphann in the death of her beloved mother were adopted.

Myers.

Resolutions have been adopted by Division No. 222 expressing the grief of the members at the death of Brother J. H. Myers and tendering the consolation of their sympathy to the members of his family in their hour of supreme sorrow.

Warner.

Brother Charles W. Warner, of Division 232, died at Rockvale, Colo., on the 19th ult. At a subsequent meeting of his Division fitting resolutions were adopted paying the tribute of the members to the memory of their departed Brother and offering their condolences to the grieving relatives.

Taliaferro.

Brother W. N. Taliaferro, a member of Blue Grass Division, No. 322, died at Christ Hospital, Cincinnati, February 2, last. Deceased had long been suffering from a fatal disease but was not thought to be in any special danger until a few hours before his death. Warm hearted and generous to a fault, he was the sole support of a sister and invalid mother, to whom will go out the sympathy of all who called their loved one Brother. He was laid to rest at Newport, Ky., the funeral being in charge of the Knights Templar, and some measure of the grief felt over his untimely death was shown by the many beautiful floral offerings to his memory.

Sill.

Brother E. D. Sill, of Division 42, was killed while in the performance of his duty at Olathe, Kansas, on the 24th of January, last. Deceased had long been a faithful friend to the Order and its members and his long service had given him an unusually wide acquaintance among the railroad men of the west. He was held in high regard wherever known and his tragic death brought an abiding sorrow to many outside the circle of those who were bound to him by fraternal ties. The sympathy of all is with those near and dear ones upon whom the burden of this great grief must rest most heavily.

Dunsmore.

Mrs. Ella, wife of Brother D. M. Dunsmore, of Division 114, died in a Pullman car near Lancaster, Pa., on the 8th of last February. At the time she was returning from an unsuccessful search for relief in the Philadelphia hospitals. Deceased was a woman of unusual beauty and strength of mind and character, one who was loved and admired wherever known, and her husband will receive the sympathy of all.

Connor.

Mrs. Connor, beloved wife of Brother James Connor, of Division 59, died at the family home in Fort Worth, Texas, on the 19th ult. Deceased had been the center of a wide circle of friends to whom the many womanly graces of her character had endeared her and their sympathy with the grief-burdened husband and family is the keener for this personal knowledge of their great loss.

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CONTRIBUTED.

MONEY AND ITS USES.

BY W. P. BORLAND.

The assertion that "money is the root of all evil," is true only in so far as money is an expression of an evil social system. Speaking strictly, it is not money, but the system of trade of which money is the final expression that contains the evil. Money expresses and computes the transactions of a vicious social system, a system which robs the many to enrich the few; therein lies the evil.

We frequently meet with many extravagant expressions concerning money; expressions which, when analyzed, are found to be sadly wanting in the element of truth—merely wild assertions based on superficial observation. We are told, for instance, that money is "the life blood of the body politic," "the protoplasm of commerce and civilization," etc., and one recognized authority on monetary science even goes so far as to class money and language together as essential factors of civilization and social life. He says:

"There are two inventions of man which are essential to civilization, namely, language and money. Spoken and written language make acquired knowledge accessible to all. Money commands services and all the products of labor, and makes the efforts of the whole human race contribute to the wants of each member of society. Equally with language, it is an essential factor of civilization, without which man would soon descend to the lowest condition of barbarism."

The most remarkable thing about this assertion is its entire lack of truth. Language is an essential to social organization and civilization, but money certainly is not; and to class money and

language together in this way is to take an exceedingly partial view of civilization, as well as to pervert history. For the maintenance of a particular form of civilization, namely, commercial civilization, the form we now have experience with, it is willingly conceded that money is essential; but for the maintenance of civilization *per se*, "the art of living together in closer relations" and preserving an equilibrium of rights and duties, for the advancement of true progress and the happiness of the race, money is by no means essential. On the contrary, we have ample proof of the fact that the most refined and best civilization at the time existing in the entire known world was maintained entirely without the use of money. Writers on money entertain us with long dissertations on the evolution of money, from the rude efforts of savages, just emerging from a state of primitive communism, to establish and perfect a convenient method of value representation, to the highly organized and perfected monetary systems of the present day; in this, proceeding upon the assumption that money is a natural growth and a necessary element in the progress of all communities towards a state of highest civilization. The successive steps in the evolution of money are supposed to mark corresponding advances in the arts of civilization on the part of the people taking them, and just as their monetary system is seen to conform with certain standard requirements laid down by the monetary scientists, communities are said to be progressive and civilized. The scientists appear to make out their case, but it is to be

noted that they are wholly silent concerning the history of a people—the Peruvians—who got along very well without the use of any such thing as money. And there can be no doubt but the Peruvians were much further advanced in civilization than their money using conquerors. At the time of the conquest Peru contained a population of about thirty million, and throughout the whole extent of the empire, so perfect were the arrangements for distribution of the products of industry, no person suffered from the want of food and clothing. Speaking of their provisions against poverty, Prescott says: "They were so perfect, that, in their wide extent of territory—much of it smitten with the curse of barrenness—no man, however humble, suffered from the want of food and clothing. Famine, so common a scourge in every other American nation, so common at that period in every country of civilized Europe, was an evil unknown in the dominions of the Incas. The most enlightened of the Spaniards who first visited Peru, struck with the general appearance of plenty and prosperity, and with the astonishing order with which everything throughout the country was regulated, are loud in their expressions of admiration."

The organization of labor was so arranged "that no one should be overburdened, and that each man should have time to provide for the demands of his own household. It was impossible—in the judgment of a high Spanish authority—to improve on the system of distribution, so carefully was it accommodated to the condition and comfort of the artisan. The security of the working classes seems to have been ever kept in view in the regulations of the government; and these were so discreetly arranged, that the most wearing and unwholesome labors, as those of the mines, occasioned no detriment to the health of the laborer; a striking contrast to his subsequent condition under Spanish rule." Humboldt says that "the roads of the Incas were among the most useful and stupendous works ever executed by man."

These roads reached every quarter of the empire, and, by means of posts, messages, and even choice articles of food for the royal table, were carried at the rate of a hundred and fifty miles a day. Says Prescott: "By these wise contrivances of the Incas, the most distant parts of the long extended empire of Peru were brought into intimate relations with each other. And while the capitals of Christendom, but a few hundred miles apart, remained as far asunder as if seas had rolled between them, the great capitals Cuzco and Quito were placed by the high roads of the Incas in immediate correspondence."

"Everywhere the land teemed with evidences of

agricultural wealth, from the smiling valleys along the coast to the terraced steepes of the Sierra, which, rising into pyramids of verdure, glowed with all the splendors of tropical vegetation." In the science of agriculture the Peruvians were well advanced, they understood the use of manures, and practiced improved methods of cultivation which were not adopted among European agriculturists until a much later day. They were also well advanced in the mechanical arts; they wove fabrics of the finest texture; the beauty and delicacy of their gold and silver ornamental work excited the wonder of the Spaniards; and they undertook and executed architectural works of such grandeur and magnitude "to have attempted which might have filled even the European with dismay."

The produce of agriculture and manufactures beyond what was needed for the immediate use of the people was stored in magazines scattered throughout the different provinces. This surplus was designed to supply the people in seasons of scarcity, as well as to furnish relief to individuals whom sickness or misfortune had reduced to poverty.

"These magazines were found by the Spaniards, on their arrival, stored with all the various products and manufactures of the country—with maize, coca, quinoa, woolen and cotton stuffs of the finest quality, with vases and utensils of gold, silver and copper, in short with every article of luxury or use within the compass of Peruvian skill. The magazines of grain, in particular, would frequently have sufficed for the consumption of the adjoining district for several years."

The agrarian law of the Peruvians was the most thorough and effectual one of which there is any record in history. Under Peruvian law every person was required to marry at a certain age—twenty-four years for the males and from eighteen to twenty for the females. When this event took place the community or district to which the couple belonged furnished a dwelling, and a plot of land was assigned to the husband sufficient for the maintenance of himself and wife. An additional portion of land was granted for every child born, and when a child died its portion of land was taken away. A division of the soil took place each year, at which time the land of each occupier was increased or diminished in extent, according to the numbers of his family. Laws of this character have been introduced among other people, but among no other people in the world has such a law ever been successfully enforced for any considerable period of time. There is, however, the most unequivocal testimony to the fact that the agrarian arrangements of the Peruvians were successfully

enforced throughout the whole extent of the empire for a long period of years previous to the conquest. Probably the nearest approach to the Peruvian constitution of landed property that has ever been successfully carried out, was the Jewish law, under the operation of which, on the recurrence of the national jubilee at the close of every fifty years, estates reverted to their original owners. Even the iron law of the Spartans was incompetent to stem the tide of avarice and luxury, and in spite of its rigid character, it ceased to operate after a time, leaving the land to be monopolized by a few rich proprietors and forcing the mass of free Spartans to the level of the miserable Helots. And Lycurgus, we are told, was careful to exclude from Sparta all gold and silver money, introducing in its stead a currency of iron, which, from its cumbersome and inconvenient character, was especially designed to discourage hoarding and speculation.

Look at some of the most important results of the Peruvian polity: "No man could become rich in Peru, no man could become poor. No spendthrift could waste his substance in riotous luxury. No adventurous schemer could impoverish his family by the spirit of speculation. The law was constantly directed to enforce a steady industry and a sober management of his affairs. No mendicant was tolerated in Peru. When a man was reduced by poverty or misfortune—it could hardly be by fault—the arm of the law was stretched out to minister relief; not the stinted relief of private charity, nor that which is doled out, drop by drop, as it were, from the frozen reservoirs of 'the parish,' but in generous measure, bringing no humiliation to the object of it, and placing him on a level with the rest of his countrymen. No man could be rich, no man could be poor, in Peru; but all might enjoy, and did enjoy a competence."

I do not wish to be understood that I am an enthusiastic admirer of the civilization of the Incas, for I am not; there were many features of the Peruvian social polity which can be regarded only with feelings of the greatest repugnance by the student of sociology who contemplates them from the standpoint of nineteenth century ideas and methods of life. Nevertheless, there are lessons to be learned from the experience of the Peruvians, there are social facts connected with their history which squarely give the lie to certain assumptions of a class of so-called social scientists, which assumptions are invested by these so-called scientists with the character of self-evident truths. It is merely for purposes of illustration that I have introduced these few descriptions of Peruvian social organization. There are some pertinent

conclusions which may be set down here, as follows:

1. Judged merely from a material standpoint, the Peruvian civilization was much superior to our own. There was no such thing as poverty. Every citizen of the state enjoyed a competence. No person was overworked; the tasks were so arranged as to not be unduly burdensome to any, and with special reference to the preservation of the health of the worker. What a contrast to nineteenth century methods! So unaccustomed were they to continuous and exacting labor, that the Spaniards who forced them into slavery continually complained of the shiftlessness and laziness of the Peruvians. The people were contented and happy. If that may be properly considered as one of the ends of civilization, the Peruvians must be given credit for having reached it. "The Spaniards who first visited the country are emphatic in their testimony, that no government could have been better suited to the genius of the people, and no people could have appeared more contented with their lot, or more devoted to their government."

2. For the accomplishment of these astonishing material results they used no such thing as money, nor had they any method whatever of computing value; thus, proving that all the material benefits of civilization may be utilized without the use of money, and exposing the inaccuracy of certain extravagant assertions regarding the importance of money as a civilizing agent. Money is useful, it is even necessary for the maintenance of a particular form of civilization; it, indeed, arises naturally as one of the instruments by which that form of civilization expresses itself, but it is not necessarily an essential factor in the furtherance of the material welfare of a people.

3. The assertion, so often made, that the abolition of poverty is an impossibility, is entirely erroneous. The Rev. Dr. Rainsford is quite recently quoted as saying that he who asserts that poverty can be abolished is a quack. Dr. Felix Adler says that it is impossible to abolish poverty, because it is the result of human nature, of superior ability. These are standard scientific (?) views, founded upon the worn out postulates of Malthusianism. But poverty *has* been abolished, and that, too, by a people whom we, with supreme conceit, are prone to regard as barbarians. Is it creditable to us to assent to the proposition that the problem of poverty is insoluble, when we may contemplate the fact that it was solved completely by a people possessed of not even a tithe of the advantages possessed by us? With all the potentialities of our civilization, shall we

say that it is impossible to do for the masses that which the Peruvian civilization did for them centuries ago? A striking difference between the Peruvian civilization and our own is found in the fact that under the government of the Incas the Peruvian territory supported thirty millions of people amongst whom the condition of poverty was unknown, while the modern Peru contains scarcely three millions of people, at least ninety per cent of whom exist in a state of dire poverty as a chronic and permanent condition. This is by no means a good showing for nineteenth century civilization. And the modern Peruvians are a money using people, while the ancient Peruvians were not.

Another material fact needs to be noted: The magazines containing the surplus products of the country, in ancient Peru, were freely drawn upon in case of need to make up deficiencies in the annual product of the country, and to relieve individual cases of want wherever they might be found. The products were stored for *use*, and there was no question concerning their proper disposition, nor did the fact that there existed a surplus affect the prevailing conditions of industry or tend to deprive any man of his means of livelihood. Their existence, therefore, was a benefit to all and tended merely to produce a feeling of security for the future in the minds of the people. What are the corresponding facts with us? A surplus of the material necessities of life is by no means a blessing to the people. Magazines stored to bursting with a surplus of goods necessary for the preservation of life, tend directly to produce misery, distress and starvation among the people producing them. Strange paradox of an advanced and enlightened civilization! This is the condition which our wise economists denominate "overproduction." When it occurs production must stop and the worker be thrown into idleness; with idleness comes cessation of wages and inability to procure the necessary equivalent, money, to exchange for the stored products. The worker must then starve in the midst of plenty of the things which he has himself produced, or accept the degrading and uncertain alternatives of pauperism or theft. This condition must continue until such time as the stocks of goods are sufficiently reduced to justify further production, when the worker is once more given the opportunity to earn wages. But, as these wages are, on the average, only sufficient in amount to buy back one-tenth part of the average product, so highly perfected is the modern machinery of production, overproduction soon makes its appearance again, and the workers are once more forced into idleness. Thus the vicious round of commercialism is gone through with, the circle

of the worker's opportunities for gaining subsistence continually narrowing, and the number of those with whom poverty is a chronic condition constantly increasing. We are confronted with this strange anomaly in production; scarcity is a better condition for the producer than plenty. With scarcity comes a condition that enables the worker to earn wages sufficient, at least, for his subsistence. With plenty comes a condition that cuts off his opportunity to earn wages, and deprives him of the means of drawing upon the immense magazines of goods to an extent sufficient for his subsistence. Plenty is a curse to the worker, scarcity a blessing. Surely, we have not improved upon the material results of Peruvian civilization! And what about the Malthusian propositions, the law of diminishing returns, and the danger of population outrunning subsistence? The Peruvians were not troubled with any such vagaries. The great "natural law" promulgated by Malthus failed to work itself out in the empire of the Incas, notwithstanding that every one of the vital propositions of Malthusianism were distinctly contradicted by the Peruvian social polity.

We may thus see what may be done with money. We may see that money is a useful instrument for conducting the operations of a particular form of civilization, but not necessary to the existence of civilization itself. Money is a means to an end, but the end is not necessarily civilization. It is the maintenance of the system of trade for the satisfaction of individual wants. And trade, in too many modern instances, is the negation of the avowed objects of civilization.

But it is taking a long look into the future to contemplate the time when men shall assent to the idea that money is an absurdity. There must come an entire revolution in habits of thought before that can occur. There must expire many prejudices which have long been fostered by our methods of life and theories of education, and men must look with entirely different eye on the material facts of life. Commercialism we are bound to have for some time to come, and, with commercialism, money; and the problem to be solved is, not to do without money entirely, but to inaugurate the monetary system which involves the least amount of robbery and injustice for the masses.

The issuing of money is an act of sovereignty; money is not a material thing, it is a function created by law. This function may be attached to any proper material, and under a government such as ours, founded upon the idea of the sovereignty of the whole people, it is clear that the material of money and the methods of its issuance ought to be so regulated by the sovereign power as to be for the benefit of the whole people instead of

for any class or set of individuals. Agreeable with the indisputable facts of monetary science it is easy enough to put into operation a monetary system which shall be for the benefit of the whole people, abolishing all special privileges in money matters, and placing all citizens on a plane of equality with respect to the terms of use of the circulating medium of commerce. Yet, judging from the amount of discussion of the financial question that has taken place in congress, and the apparent impossibility of our legislators arriving at any solution of the question, while even the most conservative authorities agree that our money matters are in the most hopeless state of confusion, one would be almost led to believe that the money question is insoluble. There may be a system of finance in the interest of the wealth producers of the country, and there may be one in the interest of those who seek only to rob the wealth producers of the products of their toil. We are having experience with the latter system—that is the difficulty—and the occasion of so much debate over a really simple question is merely the effort to perpetuate that system and erect upon American soil a financial aristocracy as powerful and irresponsible as that of Great Britain. Indeed, if we may believe the *New York Tribune*, we are already so fully under control of this financial aristocracy that the people's will cannot find expression in congress in opposition to it. Speaking of the banks, during the panic of '93, it said: "The machinery is now furnished by which, in any emergency, the financial corporations of the east can act together on a single day's notice with such power that no act of Congress can overcome or resist their decision."

This is a bold declaration, indeed. The financial corporations of the east are more powerful than the government; it is according to their will that the country is governed. However, that the declaration of the *Tribune* was not mere idle vamping is sufficiently proved by the course of events lately; both the legislative and executive branches of the government having confessed themselves powerless to enact any measure not approved by the financial corporations of the east. These financial corporations obtain their power through the operation of a monetary system that enables them to control the volume of currency in circulation. They who control the volume of money in circulation can control prices and manipulate the business of the country according to their will. In the words of Senator Benton, "All property is at their mercy." It is universally conceded that prices are regulated by the volume of money in circulation; falling prices result from contraction of the money volume, rising, from expansion.

J. S. Mill says: "If the whole volume of money in circulation were doubled prices would double." Ricardo says: "That commodities rise or fall in price in proportion to the increase or diminution of money, I hold to be a fact that is incontrovertible." In view, then, of this postulate of monetary science the obvious course for a democratic legislature to pursue with reference to money is to retain control of its volume in the interests of the people. The plain course of a people's government is to issue and control the volume of all money in circulation, and not delegate its sovereign power in this respect to individuals or corporations, to be by them used for their own private benefit. But the very opposite of this obvious duty has been followed by our law makers. They have turned over the nation's finances into the control of corporations until we have reached the condition well described by Senator Voorhees, in the following language:

"With full and unrestricted power over the volume of the currency and, consequently, over all values, conceded to the banks, together with ample machinery by which in an emergency they can defy the passage of any act of congress, what is left to the government except an abject submission? This government could not, to-morrow, go to war in defense of its flag, its honor, or its existence without first asking permission to do so of the great financial corporations of the country. If there was an invading force on our soil this hour, congress could not with safety or show of success declare war to repel it without first supplicating cowardly and unpatriotic capital, engaged in banking, not to contract the currency, withhold financial aid, and leave the country to starve. In fact, there is no measure of this government, either in peace or in war, which is not wholly depending on the pleasure of the banks.

The government is at the mercy of its own creatures. It has begotten and pampered a system which is now its master. The people have been betrayed into the clutches of a financial despotism which scorns responsibility and defies lawful restraint. * * No favor ever demanded by the banks has ever been withheld, no privilege denied, until now they constitute the most powerful moneyed corporations on the face of the globe. Congress has heretofore on nearly all occasions abdicated its powers under the constitution over the finances of the banks, except when called upon to legislate in their favor. They have demanded the violation of legislative contracts with the people, and the demand has been granted, whereby their own gains and the people's burdens have been increased a thousand fold beyond right and justice. They have demanded the remission of all taxation on

their bonds, and it has been conceded, thus leaving the poor to pay the taxes of the rich. They have been fortified in their strongholds of moneyed caste and privilege by double lines of unjust laws, supplemented with here a redoubt and there a ditch, to guard them from the correcting hand of popular indignation, until now, deeming themselves impregnable, they bully and defy the government."

It is to such uses that money has been put in this country, and the reason why it is so is plainly to be found in the operation of the monetary system which we have adopted. One of the most absurd spectacles ever presented for the contemplation of an intelligent people is that of a great and powerful government like ours borrowing money from these financial corporations, and saddling the people with the burden of enormous interest charges for the use of the same, for the purpose of paying its ordinary running expenses. A sovereign power having the authority and the right to create money just as good as that borrowed, whose strength and lawful proclamation is the only thing that gives currency to the money borrowed, borrowing money from private corporations for any purpose whatever is one of the strangest spectacles under the sun. This is an effect of the absurd superstition that the only good money is gold, and that paper money is no good unless redeemable in gold. This enables private parties to monopolize the gold, the only lawful money material, and then they have the whole financial situation completely in their control. They can control the volume of money in circulation, and thus manipulate prices to suit themselves; they can produce panics and inaugurate periods of business prosperity whenever they will; "all property is at their mercy."

Suppose, instead of borrowing \$162,000,000 of gold and issuing interest bearing bonds for the same, the government had issued that amount of legal tender paper money—as it has the perfect constitutional right to do—with which to pay its debts, making such money receivable for taxes and all debts due the government. Does any person doubt that such money would circulate on a par with gold? All history proves that it would.

There is not an instance in history where such a money has not been as good as gold as long as the issuing government existed and continued to collect and disburse revenues. Such a money is precisely as good as the government issuing it—no better, no worse. Does anybody doubt that such a course would be in the interests of all the people? Instead of tying up money in the government vaults for the purpose of carrying out the farce of redemption, and in the hands of speculators for the purpose of speculating in government bonds, thus decreasing the volume of money in circulation, and also adding more weight to the already enormous burden of indebtedness which the people have to carry, it would put that much more money directly into the channels of circulation, without any charge to the people, and revive business by freeing it from the necessity of paying interest to the bankers for the use of their notes, as is at present the case. But in that case the bankers would lose their interest, both for the government bonds issued for the gold and for whatever amount of notes based on those bonds which they condescended to loan to the people with which to do business. See? Such legislation as that would be in the interest of the wealth producers and against the interest of the money mongers, and as the latter are in full control of all branches of the government at present it is idle for the former to expect any financial legislation calculated to relieve them of their burdens. The remedy for the wealth producers is obvious. Did our law makers really desire to do the work they are sent to do, did they desire to settle this question in the interests of the entire people instead of a class, a statute of five lines would settle the whole matter effectually, and for as long as the commercial system endures. They would abolish all banking privileges, demonetize both gold and silver, and issue a full legal tender paper currency, with proper regulations as to volume, so as to preserve stability of prices, direct to the people. We should then have a money restricted to its legitimate uses—the equitable exchange transaction of the whole people. Money will never be what it ought to be until it is divorced from a commodity basis entirely.

THE FUNCTION OF GOVERNMENT.

BY J. S. STRADER.

PART II.

The Romans had occupied Britain from the end of the 1st to the beginning of the 5th century, but had withdrawn their army before the Germans, of three different tribes, calling themselves respect-

ively Angles, Saxons, and Jutes, pushed in from the east and south. The British were at this time thoroughly Christianized, and civilized also to a degree remarkable when one considers the hopeless

barbarism of their condition when the Romans landed in their territory, and the fact that during four busy centuries the Roman armies were too these closely occupied with their work elsewhere to devote a very considerable part of their energies to the redemption of a comparatively insignificant island, at such a distance from the center of civilization. It was to escape the struggle against Roman methods on the one hand, and the hordes of Asiatic invaders from the other side of them, that the Teutons had left their own homes to conquer for themselves another.

To their civilization the Britons probably owed their undoing. They had been long accustomed to rely wholly on their leaders in religion and politics, and these being inefficient, their habits of discipline left them without the force of individual responsibility. They must obey somebody, why not the Teutonic invaders? So the Germans, who certainly did not outnumber them, and who certainly were not more stubborn fighters, carried everything before them but (approximately) the parts which are now Scotland, Ireland and Wales, and which are still British as distinct from English, in that they retain much of their own language and nomenclature.

At home they had resisted all efforts to force Christianity upon them, but they readily accepted it from the Britons, and at once adopted their advanced political institutions, which last would seem to follow naturally their conversion, because the practice of the religion involved forms and privileges not included in their own ideas of government. They made no material changes in the machinery of government, but set up their own rulers in the kingdoms already established.

Kings were elected by direct vote of the people, and every freeman was a voter, and a legislator, if he chose to attend the assembly called by the king at irregular intervals, when it was desirable to enact new legislation. At these assemblies questions would be debated by the leaders, leaving the settlement to the vote of all present. And since none could read but the priests, and but few of them, their learning was a marked advantage to them in the struggle for votes. The kings, though dependent on the suffrage of the people for their crowns, were given, in conformity to Christian custom, the power of appointment to places of honor and emolument in the church and state; and this patronage was a marked advantage to them in the struggle for votes.

Of course the several kingdoms were no sooner established than the question of supremacy arose—of uniting all England into one grand kingdom; and here the everlasting patriotism of the English (they styled themselves Englishmen now, and the

country they had conquered England—probably Angleland, to be exact—the French call it so to-day), was required to settle the question. It was, as I have said, the patriotic ambition of the different states—or of their rulers, to be more precise—to unite England into one glorious whole; and the question was: which ought to be the one, the whole? War among themselves, which continued with more or less vigor and but short intermissions for more than four hundred years, had failed to settle the question, when it was finally decided for them by a force from without.

The Danes, taking advantage of the condition in which their jealous dissensions had left them, landed an immense army of invaders which soon had actual possession of so much of the country that the king set up by them seemed to have a valid claim to the whole, and he called an election to ratify his claim. But one of the English kings had still a powerful following, and he insisted on his own candidacy before the electors. Now this was an entirely new problem to that generation of Englishmen. Two candidates for the same place by the same election was a complication unheard of in their time, or in that of their grandfathers. But the question must be settled, and both were elected; the one to the north portion, the other to the south. The Englishman was murdered immediately after election, and the election of Knute, the Dane, to the whole of England was made unanimous. The family of the murdered king escaped to their cousin in France, the Duke of Normandy.

There were two more Danish kings in natural succession, and then the people, thoroughly tired of the brutality of the Danes, took advantage of an opportunity to recall a descendant of the old English line still with his kinsmen in Normandy. He was more French than English, and as most Frenchmen were, or pretended to be, a religious fanatic. He gave all the best places to Norman favorites and paved the way for the Norman conquest which was to work so great a change in English politics. When he died the Duke of Normandy claimed his rights to the throne, based on the promise of this Edward, just dead.

The English were willing to admit the promise, but would not relinquish their democratic rights to choose their own king, so the Norman was obliged to procure an army at home. The pope readily acknowledged him as the only lawful king (the French were more devout Christians than the English), and besides this advantage he had many friends among the English nobility, created by his predecessor. He landed in 1066, conquered all of England and some of Scotland, and was then elected king. The French language was imposed

upon the people by law; but it did not wholly displace the English except at court and among the nobility. These last, if they did not at once, and freely, fall into the views and ways of the Normans, their immense holdings of land were confiscated and conferred upon those who could appreciate the beneficence of the change. This William the Conqueror was now king of England and Duke of Normandy, and that fact was sufficient to involve England in a war with France that was never ended. The power of English fighters was needed to increase his possessions in France and to defend them. William was followed by a son and after the son, a dozen years of anarchy. The pretensions of a daughter of this son, to whom he had promised the succession, raised a rebellion against the untried plan of woman rule. There was no acknowledged government until the election of Henry II in the middle of the 12th century.

Henry obtained from the pope a bull granting him dominion over Ireland, and that is the origin of England's political right in that unhappy country. Of course England was expected to fight its claim, and the fight is not yet finished. In return for this the English clergy were granted immunity from secular jurisdiction. Political rights do not come without some sacrifice.

It will be seen that by this time the law was in the hands of the king and the churchmen—the making of it and its execution. It was not so written, of course. The democratic forms, especially in elections, were still adhered to but the election was always the choosing of him who could command the place by virtue of his military following. By a much too common plan the claimant would remove most of the opposition to his claim by killing or imprisoning his nearest and most powerful relatives, and then call the election after he was too firmly seated on the throne to fear dislodgement.

This was the condition of the country when, in the beginning of the 13th century, the revolt of the barons resulted in wresting from King John the Magna Charta—the Great Charter—in which is said to have been born at that time the sum of all constitutional freedom.

School histories overflow with eulogium of these revolutionary barons. The eminent respectability of their social position was their irresistible force. (There was to be another correct revolution—the Glorious Revolution of 1688—but that was different.) The limits of the governing classes that had once been wide enough to include all free-men, had been gradually narrowed until now even the barons were left without the range. But this revolt of the barons set forth a

written constitution defining the rights of king and nobility down to the grade of baron, the first above that of untitled commoners; and it even acknowledged the right of these last to vote on representation in the national assembly. The charter provided for a sort of parliament to share with the king the legislative power. By its provisions the first rank of the nobility and the prelates were summoned personally to attend. The others were notified of an intended session and might either go in person or send representatives. This is generally considered to have been an overfull measure of liberty centuries in advance of the ability of the people to properly assimilate it, and most historians agree in praising the judicious conservatism of the successive parliaments that moved them for a great many years to forego their legal rights to resist any but the most unreasonable exactions of the kings. The elections were of course transferred to parliament as representative of the whole people; and it was not long till kings learned the value of a vote in this body—the value being usually estimated in grants of monopoly privileges and promotions in the ranks of the nobility. Down to the end of the 15th century kings were elected by parliament; and it was then a law was enacted to make the right of succession hereditary and fixed in the family in the order of birth, with a view to stopping the practice by which a claimant would poison a sister, or a brother, or a father, only to remove possible pretensions to what he regarded as his own rights to the crown. But the law had no such effect. There were just as many claimants and it was always easier for parliament to settle the dispute after all but one had been removed. When there was no such use for parliament it was usually dissolved and another was not called until needed by the king.

Through the reign of Henry VIII, who set aside the supremacy of the pope in 1534, because the pope refused to acknowledge the legality of his last wife after he had killed two and divorced two others; through that of his daughter Mary, a Catholic believing in the infallibility of the pope, and that of his other daughter, Elizabeth, a Protestant following Mary, one sees little in politics but the reeking scaffold and the terrifying fire—the instruments of their horrible brutality.

With the accession of James I, parliament, largely composed of puritans, became for the first time a real obstacle in the way of despotism, and not a mere body of blackmailers for the extortion of money and privileges in exchange for votes. They took from the king his power to grant certain privileges, such as that of protection to patents on inventions, and tried some of his courtiers on

charges of bribery in this connection. He retaliated by degrading puritan churchmen and raising Catholics to the most desirable places, and authorized the notorious Archbishop Laud to so regulate the ceremonials of church service that the Puritans must renounce their belief or practice it under penalty of bodily mutilation. At this time the town members of the house of commons were of the rich merchant and lawyer classes. Workmen had no vote and no representation in the government. Parliament carried its fight to the courts where every decision was naturally in favor of the king, because the judges were of his creation.

The struggle culminated in the next reign, that of Charles I, in what is called the Parliamentary War, led by Oliver Cromwell, a member of parliament and a commoner. Charles was easily defeated with the aid of the Scotch army, tried and beheaded in 1649. Parliament now styled their leader, Cromwell, Lord Protector, and they ruled in their own right, such as it was, without any other head, for eleven years. Their right to rule required for its preservation what had never before seemed necessary—the continuous force of a standing army paid for by the state. Soldiers were everywhere, and their puritanical fanaticism could be relied upon to uphold the despotism of Cromwell and his parliament. One very important point was now settled. Parliament was greater than the king; and the house of commons was the greater part of parliament. So when Cromwell had died Charles II was called to the throne in the firm belief that he must recognize this truth.

But he did not. He had learned the lesson of Cromwell's standing army, however, and the struggle was resumed with fresh vigor, using bribery where coercion was not effective. And his successor, James II, after suppressing the rebellion of a rival claimant to the throne, dissolved parliament, dismissed all judges who would not agree to do his bidding, and started in to rule without the aid of parliament. He was driven off by a popular revolution in 1688.

In the next reign, that of William III, who was certainly in sympathy with the demand for extension, rather than restriction of political freedom, the predominance of the house of commons in legislation was acknowledged, and the greater part of the executive power was given into the hands of a cabinet of ministers selected from both houses of parliament. It was not claimed at this time that parliament represented the whole people, but the so-called middle class, composed of merchants and professional men, enjoyed the right of representation and a share in the benefits of govern-

ment wherever the king and his ministers did not too forcibly insist on ignoring their rights. Anne followed in 1702. She was the daughter of James II, deposed in 1688. When she died parliament was only too glad of a chance to get rid of the Stewarts forever by electing George I, born and bred in Hanover.

His first duty, of course, was to put down the revolt led by one of the Stewarts. His possessions in Hanover added a new reason for mixing into all the wars of continental Europe—wars of ambition which had allowed English fighters no prolonged rest since the time of the Norman conqueror. In the beginning of this reign there was much agitation for the extension of political rights to the mass of the people; but the very persistency of the agitation seemed to demonstrate the danger of listening to it. The outcome of it was a further restriction of the franchise. At this time rich merchants, manufacturers and proprietors of great estates began to demand protective taxes. Parliament was openly and shamelessly bribed, on the one hand by the king and his ministers, who could never get enough taxes for their personal use, and on the other hand by the outside seekers for privileges. An election was regarded as a veritable boom—an inflation of the currency. Giant corporated schemes were promoted by legislation, and corruption ruled through this reign and the next, and the next after that for that matter.

George III, 1760, found himself facing an aristocracy of great proprietors whose power in legislation was greater than his own. He must have money to carry on his wars with France and Spain, and the American colonies. The Americans resisted the payment of their taxes, because they were not represented in legislation. The English aristocracy would not pay because they only were represented and did not have to pay. The example of American resistance to "taxation without representation" led to another popular agitation for the extension of representation to the people who really did pay the taxes. A candidate pledged to that end was elected to parliament, was immediately expelled, was re-elected and expelled again, elected again, and this time gotten rid of for good by a method more familiar to our generation: his opponent was "counted in."

Then the French revolution of 1789 threw the governing classes of all Europe into a frenzy of terror. The masses had uprisen against the insufferable tyranny of their government, and Paris stunk of blood. This revolution was quite new in that it was not a contest between two rival factions for supremacy; it was a revolt of the

masses against the power of all the rest. There was no government in Europe except that of Switzerland that differed greatly from that of France in its methods, or in the estimation in which it was held by its people. The English aristocracy hastened to forget their quarrel with the king, and they were joined by the middle classes in urging the government to co operate with all the other European monarchies to suppress the new republic. Napoleon suppressed it, himself, by the simple device (not at all unique in Europe) of placing his soldiers in a convenient position to arrest any or all refractory members of the legislature, and then announcing his intention to rule. He had fought the republic's battles against all Europe and won. He had made it and he wanted it for himself and for his own ambition.

But the revolution soon bore its fruit in England. After the battle of Waterloo, in which Napoleon, at that time emperor, was defeated and finally crushed, the English again had leisure for politics. The short life of the Reign of Terror in France encouraged them to believe that popular discontent was not so much to be feared after all. George III had long been insane, and his son, afterwards George IV, was virtually king. Manufacturers and landed proprietors were again supreme. They demanded protection for agricultural products and manufactured goods till prices were absolutely impossible to the masses. Rioting in the large towns was almost continuous, in spite of the fact that all meetings were roughly dispersed by the police and military force. Political discussions were forbidden by law, and of course every objectionable assembly was characterized as political or likely to become so. An alliance was entered into with the other European governments for the suppression of popular uprisings. But the agitation went on, and during the time of George IV the suffrage was so extended as to give the middle classes the balance of power.

And it still went on. When Victoria ascended the throne in 1837 the turbulence had increased to such an extent that the government was forced to make great reductions in the tariff duties as a measure of conciliation, and the odious duties on grain were wholly removed in 1846. War in Russia, India, Turkey, Egypt, Africa, and nearly everywhere else on the face of the earth, and almost continuous from that day to this, has so distracted the patriotism of the Englishman that the extension of political rights has been a matter of slow accomplishment. Since 1868 nearly all workmen, with the exception of the agricultural laborers, are included in the rights of suffrage.

Today the legislative and executive power of

the sovereign, which is hardly noticeable in the hands of the estimable woman now on the throne, would certainly make itself uncomfortably felt in the control of a more ambitious person. The sovereign has the right of promotion and appointment to new places in the ranks of nobility; has the dispensing of a great many highly paid offices in connection with the court, and his signature is necessary to laws passed by parliament. The executive is a cabinet chosen from both houses of parliament, presided over by one of their own number who is styled prime minister. Their complexion is entirely dependent on parliament, and changes with every election. The House of Commons has the right of initiating legislation, but it cannot become law without the concurrence of the House of Lords, who inherit their seats with their titles.

It is claimed by most Englishmen that the masses enjoy a greater share in the legislation of their government than any other people in the world; but they cannot deny that they owe much, if not, indeed, most of it, to the sympathy of Victoria, and to her policy of non interference. One of the Stewarts or Tudors placed upon the throne now would find himself clothed with practically the same legal rights held by the Stewarts and the Tudors in their own day, and he would find little to check his ambition but the precedents of this last short period. And his ambition would have a military backing such as Cromwell never dreamed of.

Out of a simple democratic kingdom with but little governmental machinery has been evolved a democratic kingdom with its machinery of government certainly not complicated in proportion to the advancement in learning since the beginning, and yet nobody seems able to say what are the functions of that government. The proposition is still disputed with as much vigor as ever, and even more carefully befuddled. We do know one thing of the English government, now that we have looked it over. The wide disparity of conditions, of caste, is the direct outcome of its legislation. Whether it be for the good of society or to its detriment, is still a question in dispute. But there is nothing plainer than that each class as it secured complete or partial control of the legislative functions of government made use of that control for its own advancement with but little regard for the good of others. Class lines were never so clearly drawn in England as now. The disparity in conditions was never so great. The lowest class, always increasing in number, are more ignorant than the ignorant barbarians from whom they are descended, and infinitely more wretched, vicious and turbulent.

IS ONE TAX ENOUGH?

BY EDW. J. SHRIVER.

I was much pleased to see Mr. Stuart's article in your March number, commenting on my own which you published in January, relating to the sufficiency of the single tax; for he had been silent for so long that I had begun to fear that we had lost him from the controversial ring. But notwithstanding the kind words that he says about myself, I do not think he could have read my article very carefully; since in replying to it, he skips the argument entirely and centers his whole attack upon an incidental allusion, as to which I particularly remarked "it is fair to say that this last factor is one that cannot be predicted with absolute certainty, at least as to its amount." That the saving which would result from removal of taxes on improvements, would result in increased rental of land, does not really seem to me to need much demonstration. If I live in a home for which I pay \$500 rent, that rent is made up in part of tribute for use of the ground on which the house stands, and in part of compensation to the owner for the labor employed in building the house and the taxes which he has to pay on it. If I do not have to compensate him for these last, I can afford to pay just so much more for the privilege of using the land, without reducing my net income; and I think my landlord can get it out of me, because the same kind of house would not be an available tool on cheaper land, and such land would therefore not have the same potentially increased power of production. Certainly, he can do so in the stage of society which we seem now to be about reaching, and in which rent will absorb all the products of production over a bare living; allowing of course for the difference in compensation that will be commanded by different degrees of ability.

I am not aware that I have personally ever held that "the single tax on land (values) in cases where the land and improvements were about equal value, would not exceed present taxes on both land and improvements," as Mr. Stuart credits me with asserting; but this proposition seems to me to be confirmed, not contradicted by the other. Since Mr. Stuart ignores all the rest of my figuring—in which the sufficiency of single tax is marked out *without* counting any gain in rental values from removal of taxes on improvements—I assume that he must agree to them; except that he disputes the possibility of so great a difference as eight fold in productive capacity, under conditions of free access to land. The calculation he will find to work out with the same result on different propor-

tions; but on this particular point, I may tell him that a few years ago, a parcel of land was sold in New York City at the rate of fourteen million dollars an acre. Not many weeks later, another parcel, only two or three blocks away, sold at seven millions, while a little over a mile up the same street, land could then and can still be bought at less than two millions. All of these parcels were in the downtown business section, where values, although so enormously high, are not advancing with such rapid strides, and comparatively little land, therefore, is held even partially out of use. Yet there is a difference of fully eight fold here; and if he were to come down to Staten Island, where I live, scarcely five miles from the business centre, he would find values of from \$5,000 down to \$500 an acre; or only one twenty-eight-hundredth to one twenty-eight thousandth as much as next door to the stock exchange.

My main proposition, however—to state it more clearly than I did in the sentence which if it puzzled so shrewd an intellect as that of Mr. Stuart, must have been equally puzzling to other readers—was that while the percentage of difference in rental values between different parcels of land would undoubtedly be reduced by destroying speculation in land; yet since the land withheld on speculation is never of the lowest, but always among the highest grades in productive capacity, the equally necessary result would be a larger total production on which this percentage would have to be calculated. And further that this lowering of percentage and increase of total product, inasmuch as they were the direct results of the same cause, would just offset each other, and do away with Mr. Stuart's objection.

Of course, it is a sufficient answer to all such arguments against the single tax, that our purpose is not *primarily* to raise a great public revenue, but to prevent the shutting out of industry from employment; and that if revenue were to prove insufficient when this great end is accomplished, it will be easier to devise new means of raising it than it would be to find the superhuman ability that would be required to carry on a socialistic nation. Nor is it necessary to trouble ourselves about how individual labor shall employ itself when natural opportunities are open to it. Granting what is not true in the light of experience, that wholesale production will be equally successful in all lines of endeavor and thus kill off competition by individual production, it still could not enslave really free labor. The bonanza farms might un-

dersell small farmers, but in doing so they must give a market to purchasers of other things who need food. The department store may displace its competitors, but to do this it must find buyers who are also sellers. Under such circumstances, we must either imagine the men who refuse to work for less than they can produce by individual

labor, living in luxurious ease on the products generously exchanged with them by the big men on more favorable terms as measured in their own labor, than the little men will give; or conceive of two circles of exchange, one between the monster establishments and the other amongst individual markets. Mr. Stuart can adopt whichever he thinks the more probable.

CRIMINOLOGY AND PENOLOGY.

BY MARIE LOUISE.

As late as the fourteenth century of our era, the sciences of Criminology and Penology had no existence. Crimes, we know, were committed and penalties inflicted, but by dint of the heterogeneity of the political and social conditions of that period, criminal offences formed no part of the elements of the surface.

Among the ruling class, murder was of frequent occurrence, but the deed was enshrouded in the prestige that surrounded the perpetrators. With owlish gravity, these lofty personages, and their chroniclers after them, painted their acts in favorable colors, depicted them as being chastisements meted out to traitors, rebels, arrogant rivals, or, perhaps, political necessities, or excusable revenge, or may be, regrettable mistakes. But that their minds were unbalanced or their temperament abnormal, was not even suggested. The tenet of monarchy was that "the king cannot err," and the term king stood for the universal principle of authority.

With the lower order of society, crime was hardly a salient feature. Being serfs, the men and women lived on the baronial estates, each of which formed a small autonomic kingdom under the absolute authority of the lord. The lives of the serfs were uniform, devoid of incentive and hope—a state akin to that of the beast. As a result of similarity of life and environment, a similarity of idiosyncracies obtained among them. These bondmen moved as does a team of horses guided with the bridle. They tilled the land, and the agricultural products of their labor were taken to the granaries of their lords, whilst they nourished themselves with the waste unfit for baronial table. And for these modest privileges, they gratefully invoked the blessings of heaven on the heads of their great and merciful lords. With minds so simple and sensibilities so deadened, crime as we see it in our time, had small chance for thriving. What produces nine-tenths of the criminal offenses among the masses to-day, is care, worry, anxiety about their means of subsistence, embittered sometimes by severe privations. That

mental state did not exist among the serfs of mediæval time. Their needs were few and their old age was assured against complete want. Crimes consistent with their simplicity of mind were disobedience and paltry prevarications. These offenses however, were punished as if they had been great crimes. Within the baronial castle were small, dark cells for the confinement of servile transgressors. The baron was both judge and executioner, and the penalties he inflicted were sometimes of great severity, the instruments of torture being often resorted to. The idea of justice, specially that of science, entered *not* in the decisions of a judge who ruled for his personal interest and catered to his own feeling of pride or revenge.

The artisans of the city, the industrial serfs, were similarly situated, for the feudal system extended over the whole of the civilized world and embraced every department of human life. Thus, when society lived in fornication with that greatest of iniquity, chattel slavery, crime was but a small factor. The bondmen, possessing neither character nor individuality, and being provided with such food, clothing and shelter as were compatible with their appreciation of these objects—had no moral or material incentive to crime. With the advance of commerce and industry, crime has unfolded at a greater ratio than the knowledge and the means to eradicate or repress it have been acquired. The equilibrium of social elements has been overthrown. This is the great and complex problem which to-day confronts us and demands an early solution.

The fourteenth century was a turning point in our civilization. The church, which at that time had attained her highest supremacy, received a decisive check at the hands of the crown, the baron, and the burgh combined. The object of this triple alliance was to strip her of the enormous wealth she had monopolized by draining the nations dry. Her clergy, which thitherto had surrounded the throne and ruled in the name of the king, were dismissed from all secular offices and legists, lawyers and bankers installed in their

place. The advent of these into political power showed that industry had become a powerful social factor. Indeed, with the dawn of the fourteenth century, commerce and industry shaped themselves to be the *supreme factors* of the following epoch. On April 10, 1302, in France, and thirty-seven years later, in England, the parliament for the first time sat composed of three estates: clergy, nobility and commons.

Through the persistent efforts of the church in the preceding centuries, a large number of slaves had been enabled to purchase their manumission, and, towards the thirteenth century, the king and the barons speculated in selling the privilege of liberty for a pecuniary compensation. The creation of that class of freedmen no doubt helped greatly in bringing about the commercial wave of the fourteenth century. But if that epoch was the birth of industrial prosperity, it was also that of industrial poverty and the ushering in of a vast and complex criminality. The number of laborers soon exceeded the demand for labor and a floating population of idlers and paupers soon appeared. At the early date of 1376 we find the English parliament enacting laws against "vagrants, run-away servants and beggars," whom, the legislators remark, "are chiefly found in towns, where, owing to commerce and the introduction of manufactures, the principal wealth of the nation has accumulated." The penalty for that class of offenders, we learn, was imprisonment. This, it appears, was the first time that the word "beggar" was mentioned in the legislature. Personal liberty and social elements amid which it functioned at that time, developed crime and brought it to the surface. On the apparition of this phenomenon, society, it seems, went into hysterics. Recourse was had to means of punishment whose barbarity defeated their own object by steeping the masses deeper in brutality. On this subject, Mr. Hepworth Dixon says in his work on John Howard:

"Almost every offense in the calendar was capital. A Draconic spirit presided over the conceptions of the legislator and the decisions of the judge. It was found much easier to kill than to cure, and cheaper. * * * Not knowing what else to do with the poor wretch whose necessities had driven him to steal a pair of shoes or a skein of thread, those who were charged with the maintenance of the law—hanged him."

Criminology and Penology were not then very complex—two classes of criminals and two classes of punishment; the debtors went to prison, the other offenders went to the scaffold. Most of the jails were private properties, a sort of business speculation which thrived on the misery of the

poor helpless prisoners. Jailers and wardens received no salary from the state, but on the contrary, paid large sums for the privilege of exercising their trade and plundering their prisoners. The Fleet, a jail for high-class debtors, was bought by one, Cuthbert, for five thousand pounds. Mr. Dixon says:

"The prison was gradually withdrawn from the pale of the constitution. Jailers constantly and openly set the law and the courts at defiance. When the malice or the cupidity of a governor or warden was excited, it was no uncommon thing for him, illegally and on his own responsibility, it is true, but as the sequel usually proved, with impunity—to rob, or even murder his unfortunate victim."

Follow me, I pray, to these penal institutions which John Howard visited in the latter part of the last century and listen to his report to the English parliament as it is reproduced by Mr. Hepworth Dixon:

"In the Marshalsea, when a person was sent in,—and his commitment might be for a debt of a single shilling, *increased to forty by legal expenses*—he had first of all to pay garnish in the shape of a bowl of punch for his companions. If, as was often the case, the new-comer had no money wherewith to buy his freedom of the gaol, he was stripped in a riotous and disgraceful manner, of a greater part of his scanty clothes, which were sold or pledged to pay for the bumper. Next, he had to make his selection of a side of the gaol—namely, the master's side—where he would have to pay exorbitant prices for his bedding, food and drink; or the common side, where he would have to fare as he could on the occasional and utterly inadequate supplies of such charity as the cupidity of the officials might suffer to be applied to their legitimate purposes. Out of the persons confined on the master's side, the profits of the establishment were chiefly made; but it is not to be supposed that they were well treated on that account. On the contrary, the fact of their being able to pay for accommodation, pointed them out to the wardens as the best subjects for the exercise of their peculiar arts. Means the most barbarous and illegal were used to extort money from them or from their friends.

As for the miserable wretches who were unable to buy the mercy of their keepers, no word can paint the terrible condition to which they were reduced more forcibly than the simple and matter-of-course language of the parliamentary report. 'The common side,' it explains, 'is enclosed with a strong brick wall; in it are now confined upwards of 330 prisoners, most of them in the utmost necessity; they are divided into particular rooms

called wards, and the prisoners belonging to each ward are locked up in their respective wards every night, most of which are excessively crowded, thirty, forty, maybe fifty persons having been locked up in some of them, not sixteen feet square; and at the same time that these rooms have been so crowded to the great endangering the health of the prisoners, the largest room on the common side hath been kept empty, and the room over *George's ward* was let out to a tailor to work in, and nobody allowed to lie in it, though all the last year, there were sometimes forty, and never less than thirty-two persons locked up in *George's ward* every night, which is a room of sixteen by fourteen feet and about eight feet high; the surface of the room is not sufficient to contain that number when laid down, so that one half are hung up in hammocks, while the others lie on the floor under them; the air is so wasted by the number of persons who breathe in that narrow compass, that it is not sufficient to keep them from stifling, several having in the heat of summer perished for want of air.' The most offensive part of this account is omitted, but it may be seen entire in the state papers. Next follows an example of the infiction of the *question* which Blackstone says is utterly unknown to the laws of England: 'In the year 1726, Thomas Bliss, a carpenter, not having any friends to support him, was almost starved to death in the prison, upon which he attempted to get over the prison by a rope lent to him by another prisoner. In the attempt he was taken by the keepers, dragged by the heels into the lodge, barbarously beaten and put into irons in which he was kept several weeks. One afternoon, as he was standing quietly in the yard with his irons on, some of the same Acton's men (Acton was a butcher and lessee of the prison) called him into the lodge where Acton was then drinking and merry with company. In about half an hour Bliss came out again crying, and gave an account: That when he was in the lodge, they, for their diversion (as they called it) fixed on his head an iron engine or instrument, (which appears to be an iron skull-cap,) which was screwed so close that it forced the blood out of his ears and nose. And he further declared that his thumbs were at the same time put into a pair of thumb-screws, which were screwed so tight that the blood started out of them; and from that time he continued disordered until his death. * * * This miserable wretch was put in St. Thomas' Hospital for help, but soon died.'"

What succeeds is still more terrible.

The various tortures and cruelties before mentioned not contenting these wicked keepers, they found a way of making within a con-

finement more dreadful than the strong room itself, by *coupling* the living with the dead; and have made a practice of locking up debtors who displeased them in the yard with human carcasses. One particular instance of this sort of inhumanity was of a person whom the keepers confined in that part of the lower yard, which was then separated from the rest, whilst there were there two dead bodies which had lain there for days; yet was kept there with them six days longer, in which time the vermin devoured the flesh from the faces, eat the eyes out of the heads of the carcasses which were bloated, putrified and turned green during the poor debtor's dismal confinement with them."

The advent of a new school of philosophy, the innovation of new theories, or if not new, at least revived and presented in a fresh garb suited to the comprehension of the people at that time, never fail to awaken trepidation in the conservative element of society, for new theories mean the overthrow of the old on which the actual society is erected. The judicial power is immediately appealed to, not to treat the cases scientifically, but to crush the phantom at all hazards. Restrictive and primitive laws are then enacted at random, vieing with one another in reckless severity. The beam tips with a jerk, chaos obtains and things nod towards rebellion. The philosophy of Abelard in the twelfth century, shook catholicity on its base. The church, then supreme and absolute ruler of the world, met the heretical theories with a rod of iron and aimed deadly blows at persons and theories. Her cruel and consequently unscientific mode of punishment defeated its own object, and one century later, we find her subjugated by the crown, the baron and the burgess, her political rule terminated and her prestige scaling downwards. The regime which succeeded (that of the legist, the lawyer and the banker, whose material body was the industrialist) soon became involved in hostile elements. A great religio-philosophic movement began stirring christianity. Of that agitation Wicliffe was the greatest figure. His teachings appealed to the newly formed element of so-called free industrial and agricultural workers. Penal jurisdiction gave a turn or two to the screw and the result was the uprising of the *Jacquerie* in France, the first insurrection of Paris led by Etienne Marcel, Prevost of the Merchants, and a few years later, the insurrection of Wat Tyler in England. For a moment a dead calm prevailed over Europe, then Luther appeared and the whole judicial machinery went full swing dead to all sense of reason, madly coining numerous repressive and primitive laws. It landed the world into disasters, into wars, civil and foreign, and the three formidable peasant insurrections of Germany.

Let us leap to the time of George II and III of England. Here again the same remarkable phenomenon repeated itself. Throughout Europe and America, a school of advanced thinkers and learned jurists sent out vigorous protests against the abuses of judicial authority. In Europe we had Montesquieu, Voltaire, Baccaria, Johnson, Eden, Mably and others; in America, Patrick Henry, Thomas Paine, Franklin, Thomas Jefferson, etc. The conservative element failed not to appeal to the legislature and clamor for the crushing of the bold heresies. Says Mr. Hepworth Dixon:

"Parliament pulled one way—philosophers another. The first proposed to make punishments more penal, the latter to modify and mitigate them. Between the two tendencies, there was a perpetual war." The philosophers "had a conviction that there existed a necessity for a radical and widely-spread reformation—in fact for an entire reconstruction of the whole science of theoretic and practical criminal laws * * but the men to whose wisdom was committed the actual government of nations—*id est*, lawyers, politicians and administrators generally—were not penetrated by these humane ideas."

The conservative element of that time wasted no time in arguing but went straight in for practical work. "A proviso was introduced into a bill (3 Geo. II. c. 25) making it a capital crime to rob the mail—in those days carried by a single horseman—whether violence was used or not; also the robbing of any house, office or place used for the reception or delivery of letters. Another enactment (originally 9 Geo. I, c. 22, but enlarged and draconized by 6 Geo. II, c. 37—10 Geo. II, c. 32—31 Geo. II, c. 42) commonly called the Black Act, rendered capital the offenses of hunting, wounding, stealing or destroying any red or fallow deer in any park or forest; killing, maiming or wounding any cattle; breaking down the head of any fish-pond so that the fish might be destroyed; cutting down, or otherwise destroying any trees planted for profit, ornament or shelter in any garden, avenue or orchard, and a still more reprehensible law (6, Geo. II, c. 3, 37) pronounced the penalty of death against any person who should be found guilty of cutting any hop band in any hop plantation! Other acts, later on (14, Geo. II, c. 25, and 15, Geo. II, c. 34) were passed making it capital to drive away, steal or willfully kill any sheep or cattle with intent to steal any part of the carcass, or to be found aiding and abetting therein! * * * Not only were forgery, smuggling, coining and uttering base coin, made capital, but likewise shoplifting, stealing from a barge or vessel on the river *to the value of five shillings* or from a bleaching ground to the value of ten shillings."

Geo. III entered heart and soul in the sanguinary path of his predecessor and expressed his resolution never to exercise his prerogative for granting mercy. Statistics show that he adhered to his word. During twenty-three years, 1749-71, in the city of London alone 678 executions took place, out of which only 72 were for murder. For instance, there were four men convicted of "enlisting in foreign service"—and the four men were executed—thirty-one persons were convicted of "returning from transportation," and twenty-two of them were executed.

Mr. H. Dixon in his enthusiastic work on John Howard and the prisons, says of that time:

"Society was thought to be in peril and the philosophy of statesmen suggested nothing but terror as the restraining agent. It failed however, failed signally. The completest evidence of this is to be found in the rapid augmentation of the offenses against which these rigorous enactments were directed. The criminal returns for the first few years of the reign of George III, are very striking as illustrative of this remark. In 1760, there were only 14 capital sentences; in 1761, there were 22; in 1762, 25; in 1763, 61. in 1764, 52, in 1765, 41; in 1766, 39; in 1767, 49; in 1768, 54; in 1769, 71; in 1770, 91. * * * The first forged note upon the Bank of England was presented almost immediately *after* the crime of forgery had been declared capital."

Where did that brutal, unscientific, idiotic penal legislation lead to? Ah, the more we advance in history, the more terrible and effective becomes the retaliation of the people against cruelty and injustice. George III saw the monarchical fabric of France and other countries wiped away as if a storm had swept in its fury. He saw his own throne tremble, and the aristocracy of Europe crumble. But he saw a grander sight still. He saw the colonies of America flinging his authority and bloodthirstiness across the sea, right in his teeth. In the initial stage of the American insurrection, the people were loyal to the mother country, had no thought of independence. It was not until the celebrated judicial enactment was passed by parliament which ruled that "persons committed for offenses in the colonies, be transferred to England for trial," that the spirit of rebellion was fairly aroused and independence resolved upon.

The lack of scientific method in the inflicting of penalties has proved a potent factor in the national calamities of the past. It were time for us to awaken to a sense of the gravity attached to matters upon which hang the morality of the race and the existence of the nation. I notice very alarming indications of a tendency towards making penal laws more terrifying and barbarous. We

have just now a bill before the legislature providing for the re-establishment of the *whipping post*, and that after the shocking revelations of *paddling* in reformatories. Let us be careful! To brutalize an offender is not to redeem him. The pages of history speak in the voice of thunder; woe to him who does not hearken! Baccaria has a word to say about corporal punishment "Bodily pain," he declares, "always increased the maladies of the mind."

Criminology demonstrates that crime is a malady of the mind. Penology demonstrates that the object of penalties is to correct and redeem the of-

fender, not to wreak vengeance upon him. It is with reason that Baccaria further says:

"Society can only deal with crime according to its results. Human tribunals are incompetent to pronounce upon motives, or upon opinions which have not developed in positive act."

The science of Penology is not erected on hypothesis. Its conclusions may be deduced with mathematical exactness. The requisite is a careful study of the physical and psychical phenomena connected with human actions and aspirations. But above all things, Penology is not a social factor that whims, caprice, or the *will of the majority* ought to sway.

BEYOND THE VEIL.

BY F. A. MYERS.

Long had Alf. Franklin, one of the most affable and popular conductors on the road, designed to spend one of his "off" evenings in making some practical researches in spiritualism, and if possible either prove it or disprove it and satisfy his mind upon the undecided point. He and his brakeman, De Witt Kelsey, were chums whom nothing could part, and of course De Witt was at Alf's home on this particular off evening. Unexpected, but none the less pleasant to De Witt, Miss Jessie Long was also present. Mrs. John Jones, a spiritualistic medium was there. Indeed, Alf had slyly given it out to a few that he was "going to have some fun" on this occasion, and Tom Trueblood, engineer, and Dick Shepherd, fireman, and three or four others were there "as large as life and twice as natural."

The parlor was pleasant with a roaring fire, and the neatness and order everywhere exhibited the gentle touch of Mrs. Franklin's hands. The company was a jolly one.

Every one had, in some manner or other, some slight spiritualistic experience, but they did not know what to make of it, or whether to set it down as a hallucination in an unguarded minute of the mind. It was plain that De Witt Kelsey was the most outspoken of all in his disbelief in the theory of disembodied spirits coming back from glory to speak to mortals on this cheerless earth. Mrs. John Jones, of course, defended her cause.

While they are making some preparation in the arrangement of the parlor for the seance, let us listen a moment to the conversation, and then we will better understand the deep mystery which we shall learn of a little later.

"I don't believe in it," said De Witt plainly.

"Why not?" asked Mrs. Jones, blandly.

"Perhaps because I cannot," replied De Witt.

"Well, now, in a word, let me say the spirit don't die, and if not dead, then, why may it not return in its wider freedom and speak to men," argued Mrs. John Jones.

"So we say," said De Witt shrewdly, "but if the spirit is happier there why should it punish itself to return to the earth again—I can't see."

"But," put in Alf. Franklin, as much out of politeness to his guest, Mrs. John Jones, as anything, "but there are truly strange things happening. I knew a young man who roomed once in the third story of an old brick. He was alone. Night after night a heavy hand would reach out from under the bed and pull the clothes off; or sometimes something heavy would lie on his breast and he'd have to get up to avoid suffocation; or he'd be awakened by a cold, clammy hand passing over his face. He was brave and tried hard to find out what it was, but he couldn't. He always thought some fearful crime had been committed in there—but he never knew for sure."

"You must confess there are warnings and messages and wails and whispers to men," said Mrs. John Jones to De Witt.

"That's just what I don't confess," replied De Witt. He was "paddy" for them all, and Miss Jessie smiled approvingly upon him. "Allow me in a word to explain," he went on. "I knew a man who was a crank on the subject of ghosts. He saw them when nobody else did. His own inner ideas took shape in his mind and he saw *them* and not any *fact* at all—subjective not objective views, as the philosophers say. His head was highly developed in the imaginative region. Now listen: One day this ghost-crank got off the train in a strange place. As he moved away a phrenologist, who chanced to see him, walked up

and said: 'Don't you see ghosts?' The man was thunderstruck; for how could a stranger know that! The phrenologist said in explanation: 'I see you are highly developed in the imaginative region.' You see, this theory explains much, and perhaps makes me skeptical."

"But—how will you explain this?" said Mrs. Jones. "A young lady's lover was traveling in Germany, four thousand miles away, and one evening before sunset she saw him coming. She had been expecting him, but did not know he had arrived yet from abroad. But he came down the walk with his cane as always. They walked out in the fields, and as they did when children, they made shadows on the opposite hill by means of the setting sun. One standing straight and one bowing low made a fair picture of a giant and a dwarf. The shadow of an arm was fully fifty feet long. But soon the young lady discovered that his shadow let the sunlight through it, and that terminated the sunset frolic. Then he told her he had died that day in Berlin. This fact made me a spiritualist." This strange story made Miss Jessie creep all over.

"I explain it by saying that it was all in your mind," said De Witt calmly.

"But his death was a fact. Now, what was it told me this?" and Mrs. John Jones felt as if she had triumphed.

"O, some see signs in the heavens, and letters on eggs, and dream dreams, and hear a door creaking in the wind at night and say it is a warning, and say when a dog howls some one in the family is going to die, and when a rat gnaws say it is a whisper from beyond, and when a bird flies into the house it is a good omen, or a sound on the stairsteps at night they call ghosts' footsteps, and a thousand other such things. In fact, there is no accounting for peoples' beliefs," said De Witt, ending with a little flippancy.

"I see you do not say electricity plays all these pranks," remarked Mrs. Jones significantly and dryly.

"No; it may be an undiscovered mental law. Some people believe witches are in league with the devil, and some believe in fortune-telling. It takes all sorts of people to make a world. I've heard of the spirit of a man, thought to be alive, walking in broad daylight, and when the hour was noted it was found to be the very hour he died. I've heard again of a spirit of a man not known to be dead whispering to a living friend, and surprising him, and later he found the man was indeed dead. I've heard of another man warned by a dream of his approaching death, and he died at the specified time. I've heard of people having strong impressions that something was wrong,

and when they went to see about it actually found the wrong just as they had been impressed. I've heard of ghosts being seen in cemeteries, and heard of banshees screaming around at midnight and scaring the superstitious people so that they wouldn't go out of the house after dark. I've heard of graves opened and headless spooks gloaming round holding fence-rail conventions when stars were hidden, or haunting houses and making noises and causing the hair to stand on end. I've heard of the dead turning over in their coffins, and others coming back from the tomb and materializing and giving warning in written messages; I've heard of Indian spirits being seen on their ancient mounds, and old haunted houses being in flames that would not burn; and all these things, but—I've never yet seen a disembodied spirit."

"What a speech!" declared Tom Trueblood with a very hearty laugh.

"I've said my say," De Witt said earnestly.

"How funny you talk! You make me afraid," said Miss Jessie with a shrug and a shiver.

"Well, I think," cried Dick Shepherd, looking at Miss Jessie as much as to say: "Dick, you are a lucky fellow to win the love of so sweet a girl, so lovely, so pretty, so delightful!"

"To speak of ghosts always makes me cringe," said Mrs. Alf. Franklin, shudderingly. She drew her chair nearer to Jessie.

"You are like all of them," said Mrs. John Jones pointedly to De Witt. "They all say these mysteries are coincidences, or else the person's mind was fixed, consciously or unconsciously, on the matter, and so on and so forth. Now, this is a poor, cheap kind of philosophy, indeed. If a mental impression can determine life or death, that shows the power of the mind, if indeed not its post-mortem existence. Now, intelligent warnings do happen, and why not through these agencies beyond the veil?"

"Well," said De Witt with a solemn smile, "well, I never yet have been able to observe the faintest flitting of the thinnest shadow of the most inessential sprite that ever got out of its coffin to put on mortal habiliments, and therefore I can't believe in the revelations of the Rochester knockings through the agency of the Fox girls in 1847."

"Why, old boy, you've studied this question, haven't you?" asked Tom Trueblood deeply interested in the uncanny problem.

By this time the room had been made ready for the "sitting," the lights put out, and a table fixed before them. Neither Mrs. Alf. Franklin nor Miss Jessie Long would sit in the circle around the table, but De Witt and Alf and Tom Trueblood and Dick Shepherd put their hands on it, completing the circuit with Mrs. John Jones.

Everything was still and dark.

There is something solemn and wonder-exciting in a seance, that cannot be depicted. The mind is quick and expectant, aroused to extreme tension, and one seems to approach the confines of another world, the world of mystery where angels dwell, the home of the dead. The active-minded and the sensitively imaginative, in the quietude of the occasion, find their minds dragging up out of the depths strange, weird, exciting fancies, and the timid experience horrifying sensations chasing up and down the back with a race-horse gallop. One apparently hears foot-falls in the "over-there."

"This is horrible!" whispered Miss Jessie to Mrs. Alf. Franklin, after a stillness so long that that she was able to endure its pain no longer. The two were sitting close together apart from the rest. Even this whisper in the darkness was startling.

"I can't endure it," Mrs. Franklin whispered back.

Just here there was a slight noise at the table. A pencil and tablet of paper had been placed upon the table before the sitting began, for Mrs. Jones was a writing medium.

Everything was directed toward DeWitt, and the reason for this is not far to seek. And he knew it, but enjoyed the novelty of the rather exciting experience.

All at once Mrs. John Jones' right arm and hand began to shuffle about, and a minute afterward she pounded the table with closed fist till every strike echoed through the solemn space like blows on a coffin.

It was said afterward there was a faint, foggy shine wavering about her hand at the moment, and it seemed to collect into a globular shape over the paper; but De Witt always stoutly denied this. By the straining of the eye in the dim haze only the faintest outline of the table and the spectral black figures around it could be discerned. All was vague and indistinct and shadowy. Everybody felt queer, to say the very least—even De Witt, the bold-hearted and skeptical. Miss Jessie and Mrs. Alf. Franklin—nothing can tell you how they felt. Jessie felt strange, queer, unreal!

In about a minute after the beating on the table began Mrs. John Jones snatched the pencil with the angel-possessed hand and began to write, write hurriedly, fussily and painfully. Once while writing she shrieked out—

"Quick!"

It sounded like a voice from the tomb, hollow, harsh, pungent, raspy. It pierced every soul in the room. It was the wail of one in obsession.

The medium wrote full five minutes—

scratch, scratch in the darkness, swiftly as the pen of a ready writer. The very sound of the moving pencil over the paper in the darkness provoked weird, wild, fearful sensations in the two ladies sitting apart. Fear in the first place kept them out of the circle, and these things only intensified their horrors.

So far De Witt was not convinced. Anybody could do what Mrs. John Jones had done up to this point. That part of the performance was easy. He would see what she had written. No doubt it was a bit of foolishness!

All at once Mrs. John Jones ceased writing, pushed away the tablet with an intolerant motion, and dropped the pencil from her now flaccid fingers and arm. The pencil rolled away and dropped to the floor with a soft plump upon the carpet, and all was still. In a second or two Mrs. John Jones, in a limp, unnatural tone, half whisper and half hiss, called out for lights.

"Turn—on—the—lights," she said.

Alf. raised up to the chandelier overhead and turned on the gas in a flash, the suddenness of which was astounding—a sort of resurrection from death unto life. Jessie fairly jumped.

"Read aloud," said Mrs. John Jones with pale, pinched lips and lustreless eyes. De Witt, observing her nod to him, took up the tablet, brushed his palm across a stubborn lock on his brow, and with a skeptical twinkle at Jessie, began:

"Dear De Witt: I'm glad of the opportunity to-night to write to you. In life, old boy, we were the best of friends, and so we are yet, though I've passed beyond the veil into the great unknown. It happened to me in a passenger wreck near San Francisco just one hour ago. I know your doubting mind will not believe this, but the dispatches later will prove it to you. My body is now jammed in a corner of the coach by fragments and broken seats, and mashed all out of shape and all bloody. In fact, my head was almost torn from my shoulders. Several others—six, to be exact—were killed outright and twenty-one wounded more or less. The accident occurred through no one's carelessness. The engine left the track and plunged down a steep embankment, dragging every car off with it. Both the engineer and fireman were killed, brave men, at their posts. Signed—Lafe Graham."

Despite De Witt's strongmindedness, when he read the signature he felt a sort of quaveringness and a shock. But in a second he sprang out of the awkward feeling just as he would shake off an old coat by putting both arms behind him and shrugging his shoulders and letting it fall in a careless heap at his heels.

"Don't believe a word of it," he said idly.

"Who is, or was, Lafe Graham?" asked Alf.
 "We used to run on the "Q" road out of Chicago—three years ago," answered De Witt.

"Then there is such a person," said Dick Shepherd.

"Yes." And this was, in truth, what puzzled De Witt—how "she," Mrs. John Jones, knew it and put his name to the "spirit message."

"Was he a good friend of yours?" asked Miss Jessie, as she and Mrs. Alf. Franklin walked nearer and sat down.

"Yes." Nobody there but himself knew Lafe.

"Mighty funny," said Tom Trueblood, shaking his head.

"No it isn't," said Dewitt with a placating smile but without lifting his eyes from the red figure on the carpet.

"It isn't?" half inquired, half scolded Dick Shepherd.

"Why, no! I knew him. His name is registered in my mind. By the law of mental impressions Mrs. John Jones here got the name. That's easy."

"But about the facts of his death an hour ago," asked young Dick, looking kindly at Miss Jessie.

"Facts!" exclaimed De Witt humorously; "facts! Well, to say the very least they lack confirmation."

"Well, I believe them," returned Dick.

During all this time the exhausted Mrs. John Jones sat perfectly still. She was evidently recovering.

"Nevertheless they are true, as you will find," said the medium at length in her own defense. There was something about her tone that struck a sense of conviction to DeWitt Kelsey, and he could not define it, cool and philosophical as he was. Everybody said De Witt was the "greatest fellow for reasons" they ever saw. He had that

reputation. And he was. People differ, you know.

As De Witt and Jessie were walking along the street home that evening he asked:

"Do you believe all this foolishness?"

"It is very mysterious," said Jessie.

"Well, let me advise you; don't you put any faith in such nonsense."

"But I can't help it. It's my nature," said Jessie.

"There's nothing in it; all humbug, pure humbug," he responded in his usual intellectual, scientific way. De Witt must see, in order to know. He was an agnostic, and he didn't know it. If he had known it he would have been as liable to deny it as confess it—owing to the whim and circumstances of the moment. But memory once registering his position he would not deflect from it for the whole world. If he said the Atlantic ocean was only a mile wide, he would stick to it to the last, though every graveyard in the universe gave up its dead to tell him he was wrong. But allow it to be said here in De Witt's defense that he was not often wrong, because he was reasonable, and he never took an unbending position till he had fully investigated the matter. How few there are who do this. There are few who can give a reason for the faith that is in them. De Witt had a *reason*—not a *feeling*.

But—

The next morning every one of our good friends read in the papers the account of the wreck near San Francisco, at the very hour specified in the spirit message, and the list of the dead and injured. The very first name on the list was—

"Lafe Graham."

Every point in the "spirit communication" was confirmed.

Then Miss Jessie said it was true, and De Witt said he "didn't know."

MODERN MATERIALISM.

BY JOSE GROS.

Where does the material end? Where does the spiritual begin? All in the universe seems to be a combination of forms and forces. The latter vivifying the former, and the former allowing us to perceive and localize the latter. That applies to all phenomena, up to the activities of *man*, that compound of physical needs and holy aspirations, totally interdependent with each other, evolving or destroying each other.

It is written: "Thou shall not live by bread alone." Oh! if men had realized the depth of that sentence! The meaning to us is approximately as

follows: We are here, with perishable bodies, to accomplish imperishable plans. Life on earth is meant to be but an incident, to each of us, a fragment of the life that is to be. Here we have duties intimately connected with joys, not with selfish joys, but with the unselfish ones, embracing the whole human family, of which each one of us is but a unit; as each living cell in our body is a unit of our whole living soul, with all its potentialities. But have men in general ever taken any such view of life? Have we not lived as if bread alone is all we needed?

Bread, in the sentence we have mentioned, means our animal needs and comforts, with which to go on with our material existence. The spiritual then begins where the material ends, and the latter ends when we have satisfied all those reasonable needs and comforts up to the point when noble aspirations can arise conducive to universal happiness in its best and purest sense. There is a point in our material needs or luxuries above which all our highest perceptions of duty seem to be as impossible as with the lowest tramp, city loafer or bar room tender. In both cases we may meet with exceptions, but, in the sense of grand totals those two extremes bring out our conclusion as a matter of natural law. They don't bring it out in identical forms, but in final results.

Take the course of history in connection with every reform movement of any importance. Who have been the bitter enemies of such movements? The lowest elements of society, because degraded by great poverty, and the upper ones, because degraded by great wealth, a few in both ranks here and there excepted. The latter group, the upper class, includes of course the men who don't yet belong to it, but are crazy for wealth and social position, and have thus already become incapable of following the path of duty, the thirst for wealth having totally poisoned their minds in relation to all noble ideals. This class of people are both the most amusing and provoking of all. Their materialism and blindness are perhaps more sinful than that of the relatively few on the pinnacles of wealth and decidedly more despicable than that of those degraded by poverty. The latter are nearly irresponsible agents, while the very few on the top could not accomplish much of any thing, in social iniquities, without the support of their large pretorian guard, those so-called intelligent classes, good, very good, after a fashion, and yet really dead into trespasses and sins, when the question is, shall we have healthy nations, in accordance with christian teachings, or shall we keep on, in the old rut, wallowing in sinful laws, and forever around the craters of social cataclysms?

The ingenuity of such people in their constant efforts to shirk their duties to their fellow men, is ludicrous in the extreme. They pretend they can not see how any social adjustments could prevent some men from accumulating the wealth of the Astors, Goulds, etc., nor how could we avoid some people to prefer poverty to comfort, ignorance to knowledge, degradation to manhood, all that is vile to all that is beautiful, all that is painful to all that is enjoyable. Such people give less credit to their fellow men than to the lowest sentient beings on the planet. What an insult to humanity and to God is implied in any such assumptions?

And yet the educated and respectable people who make such assumptions don't realize their utter absurdity. It is a question of habit brought about by the hidden materialism in which they have allowed their minds to be enveloped. They don't stop to think on the repulsiveness of their own philosophy. They even forget that such a philosophy of theirs may be a direct condemnation of their own fathers and mothers, to whom they owe their own existence, after God, and perhaps the few good traits they may happen to possess.

As a matter of actual fact, in this nation of ours most especially, a very large number of those on top today come from the very depths of poverty, and their anathemas fall upon their fathers and mothers, and the poverty of the men and women whom we should love the most, our own parents, is considered as the result of their own stupidity, or laziness, etc., and never as the result of social conditions which were perhaps totally beyond their power to overcome!

Of course a few shall rise into wealth, from the lowest depths of poverty, no matter how wrong our social conditions. The fact is that such rapid and abnormal rebounds, and ups and downs, prove the rottenness of social compacts. They could not happen under healthy social conditions, such as they don't happen in nature, where all growth and decay proceeds under certain rules, and comes gradually, orderly; never under any wild, sudden or revolutionary developments. The latter are the peculiarity of human blunders and sins, corroborating the fact that men have so far repudiated, in their own reciprocal relations, God's order in the universe, and all that is beautiful in divine law.

To illustrate the above let us consider what happens around the gambling table. Out of fifteen or twenty men there, one or two shall in no time gorge themselves with large sums, coming from the respective small ones of the other gamblers. One or two large piles of money have been rapidly formed out of fifteen or twenty small ones that we had there, on that table, when the game commenced. There we have the symbol of all civilizations, of ours most especially in the last thirty years or so. And all because of our collective folly with its inevitable materialistic tendencies.

It is neither necessary nor desirable that all men should attain the same degree of excellence in any line whatever. We need men with different aptitudes, and tendencies, and tastes. Much less do we need that all men should be equally wealthy. What is required, from a real healthy civilization, is that no one should be forced to live on the conditions that somebody else may see fit to fix, and that all should have the opportunity of

living a reasonable life, worth having. If John is satisfied with \$2,000 per annum through four hours of peaceful work per day, and Peter wants to work sixteen hours each day and thus have \$8,000 per annum, all that is in order. Beyond a certain degree, all wealth inequalities arise from laws of privilege and monopoly in the social compact. Give to all men what God wants all men to have, the land that each one may see fit to fully use, and no more, give to society the land values it creates, grant no privileges whatsoever to any body, but let the people control all public functions, and everything else will take care of itself.

The social conditions that would spring up, from strict adherence to the Law of Equal Rights, would make great wealth a burden grievous to bear. For instance, suppose that one should have fifty millions of dollars and so wanted to have a palace worth say two millions of dollars. He would have to build it up himself, and keep it clean himself. He could not purchase the services of anybody for that or any other fancy of his. Why? Because everybody would have enough wealth of his own, even if that was but say, an average of \$20,000 for each family group, and never less than \$15,000. Nobody would then need or care about playing second fiddle to anybody, or satisfying any potentate's whims. Would that be a calamity? Yes; and a dreadful one for those fellows with more vanity than sense, with more pride than conscience. But, a healthy civilization

would not produce any such men. There is nothing manly about them anyhow. Then, they are just as useless as piles of broken crockery, such people. They are but the culmination of our wretched materialism.

That is the monster that we must bury under ground. And it permeates all social layers, from magnate to tramp. The job has to be performed by the honest sons of toil, in whom God has placed the materials with which to counteract the physical and mental degeneration of the wealthy classes, when they represent wealth improperly distributed, and hence obtained in defiance of God's law of *ethics*. And that law is the ultimatum of human existence, the *sine qua non* condition of joy on earth among men, the climax of divine glory.

If we want to enjoy that glory, we must commence with the elimination of all jealousies among workers, and thus attain a complete labor solidarity embracing all men who render useful services to that grand total forming the nation. Nothing short of that can save our republic from the greed of our plutocracy. It cannot be saved by mere chatter about our beautiful institutions. Nothing is beautiful which evolves and perpetuates, in the midst of christianity, the social sins of heathen empires, such as poverty and despair among many of the workers, particularly when that takes place in the midst of boundless natural resources and potentialities, enough to transcend the wildest dreams ever formulated in poetry or prose.

OUR NEW YORK LETTER.

This has been an encouraging month for people who don't like humbug. Most refreshing of all, perhaps, to those of us who especially detest that variety of it which comes under the head of pious fraud, has been the defeat of the Hawaiian cable job in the house, by a majority so decisive and determined as to compel the senatorial highwaymen to recede from their scheme for a fresh raid on the public treasury, in the interest of the psalm-singing pirates who are profaning the name of republican government by applying it to their own oligarchy over the Sandwich Islands. But the mood in which the Allianca incident has been received throughout the country has also been gratifying, for its absence of jingoism and at the same time sturdy maintenance of the right of commerce to freedom from interference by the obsolete spirit of militarism. At this rate, we may even grow to that plane of rationalism on which we will regard revenue cutters as no better than privateers, and custom houses as an unwarrantable nuisance. And even in this town of ours, where the dispensation

of cant has held sway for an unprecedented number of months, we are recovering sufficiently for our judges and newspapers, and even some among the more liberal of our clergymen, to begin to talk sense.

Local interests are still chiefly engrossing to our citizens, as the product of our decennial house-cleaning; for it comes at about that often, or perhaps a little further apart, that we have an upheaval in which we install an administration that the majority of us do not really approve, as a clumsy but tolerably effective way of accomplishing certain things that are generally conceded to be necessary, if disagreeable. And just as the busy housewife, in getting rid of her accumulated rubbish, is very apt to overlook the really essential things, such as bad sewerage, and always upsets her husband's belongings, until he does not know where to find anything; so have our municipal reformers lost sight of the radical evils of our city life, in the way of ignorant taxation and special privileges, and have to some extent in their zeal for correct-

ing abuses, made a mess of some of the features of New York life that make it most comfortable.

One phase of the rage for modeling other people's affairs on a procrustean basis, is usually the enforcement of Sunday laws that we long ago agreed to ignore, even though we have not had the moral courage to formally repeal them. We have had more than the usual number of attempts to stop the Sunday liquor selling which is demanded by probably four-fifths of the inhabitants of the town, and our municipal dictators have gone so far as to decree that men must not play billiards on Sunday, even though in so doing they were concededly disturbing no one's Sabbath peace. The singular amount of ignorance that most men show in regard to anything outside of their personal experience, was illustrated in connection with this by our new mayor, who has in most things shown himself a fairly tolerant and reasonable man, and by no means a fanatic. But his own prejudices were against Sunday sports of any kind, including the eminently quiet and inoffensive variety of billiards, and so he is in favor of preventing other people from indulging their own predilections; and in support of his position, he made the rash statement that there was not a club in town which permitted it. As a matter of fact, some of the largest and all of the newer clubs, have no rules on the subject and Sunday is the day when their billiard rooms are most active; and it is only in the old institutions, whose rules were made when people had different ideas from those prevalent now—and it is always difficult to change in a club even unpopular rules that have attained the force of a tradition—where it is not allowed.

But fortunately for common sense and personal freedom (for although a little thing, it is characteristic of general tendencies) the first judge before whom a case of the kind was brought, had more breadth of mind and sat down most forcibly on the petty tyranny. We seemed a few months ago dangerously close to a regular temperance crusade; but there has already been a reaction, for a big public meeting has been held in favor of allowing publicly what has always been done with more or less pretense of secrecy, the selling of liquor on Sunday; and at this meeting two clergymen were the principal speakers. One of them, Dr. Rainsford, who has always been conspicuous for liberal sentiment without ever running into crank sensationalism, laid down the principle that no law was right which was not the true expression of public sentiment, however this might differ from the really best moral criterion, a healthy principle that it would be well if we could hear oftener. And the meeting has been followed by the introduction of several bills into the legislature to mod-

ify some of the worst of the sabbatarian features in our penal code, that have come down to us from a former generation in which they really expressed the prevailing public sentiment; and were, therefore, right and proper as they are no longer. Should none of the bills pass, it is pretty safe to predict that it will not be long before our public officials will recognize that they must resume the tacit nullification of existing laws which has so long been practiced, and which is certainly the worst possible way of attaining ends in themselves desirable.

Captain Crossman is, of course, the hero of the hour with us as with the rest of the country, because of the snubbing he gave his Spanish pursuer. It may not require as much actual courage as the newspapers make out, to run away from another fellow when you know your boat is faster than his, but it betokens a praiseworthy balance of mind to do it so contemptuously. There was a day when the humble merchantman would have lain at the mercy of anything with guns, or if by luck he had a faster boat, he would have taken great chances in running away without first getting permission; and it is a survival of the spirit of that day which leads our people to make so much fuss over a useless navy. But the new code of international law seems to amount to the serving of notice on people who are still silly enough to be belligerent that they must do their fighting without meddling with the more serious business of the world. It was delightful, too, to learn how helpless the man-of-war was against the modern merchant vessel; for while it would hardly be a fair comparison to put Spain's old-fashioned boats alongside the newer cruisers, neither is the Alliance to be classed with the big "greyhounds," and it is quite likely that the cutter could treat one of our million dollar toys with quite as much disdain, should occasion arise. Nobody wants to get up a row with Spain over the incident, nor have any sensible people in this latitude (which does not include Patrick Egan) been heard to advocate grabbing Cuba in revenge; but everybody seems heartily pleased at the opportunity to emphasize the new order of things, just as they might be were a quiet citizen to pay no attention to some ranting bully in the public street. And the incident may perhaps help to cultivate the knowledge that the war power is, after all, the lowest of governmental functions.

Of course there is a stage of mercantilism which is not altogether admirable; and of this, the recent disgraceful performance in the Indiana legislature is a fair example. Of all the depths to which political spoils seeking has sunk, perhaps this is the lowest; when the representatives of the entire people of a state should engage in a physical contest over possession of the eminent office of janitor! Your own timely editorial in the latest *CONDUCTOR* points the remedy for this; for when we once convince ourselves that it is not only honorable to hold office, but also to honestly strive to obtain it by as respective methods as we would use to secure anything else desired by us, instead of going through the sham of accepting it only upon pressure; then the competition will be taken out of the hands of "scum" such as must have been guilty of the Indiana offense, and will be conducted by men as worthy as in any other walk of life.

EDW. J. SHRIVER.



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HEALTHY SIGNS.

The past two years have been the especial season of the grumbler and prophet of evil, and almost every public expression has been tinged by the pessimism which forms the backbone of their philosophy. If present indications may be taken as a criterion, however, their reign is ended and the dawn of one of the most prosperous eras in the history of our nation is at hand. All the signs of the time point to this happy change, and even the professional grumblers are beginning to admit that for a time at least, they must join the ranks of those who deify hope instead of fear. Of all those signs which point to a return of prosperity, there is perhaps no one which offers so much of permanent encouragement as the disposition shown by the dwellers in our great cities to seek for homes in the country. It is generally admitted that there is no more serious menace to our national institutions than the congestion of people in cities, and every influence which tends to draw them from the crowded tenement to the country home, should be fostered most carefully. If the accounts given by the public press are to be believed, an exodus is already in process which will take thousands out of the dangerous environments of city life and plant them among the home makers who must ever be the bulwark of our national institutions. According to one good authority, five hundred families passed over the Missouri River at Omaha within one week recently bound for the unsettled fields of Nebraska. The privation and suffering endured by the settlers in portions of that state during the past year are still fresh in mind, but they evidently have no terrors for these sturdy Americans, and the courage which

leads them to be pioneers at this time will go far towards making a return of those conditions impossible. President Hill, of the Great Northern, is authority for the statement that thousands are leaving the cities to seek homes in the great northwest, and similar reports are heard from the unsettled regions of the west and southwest. This means not only the reclaiming of vast tracts of unproductive land and the addition of thousands to the ranks of our wealth producers, but it also means relief to the cities and places for many of the now unemployed. Such a movement will of itself go far toward removing the conditions which have made the distress of the last year possible, and it is to be hoped that it will be encouraged until every man who so desires may have found a home and the comforts which industry and thrift may still command in the unsettled portions of our vast domain.

Another of the encouraging signs of the time is to be found in the falling off of immigration and in the disposition shown by some of the least desirable of our adopted citizens to return to their homes in the old country. So great has this falling off been, and so slight are the prospects for an immediate return to the old conditions, that some of the roads are selling their emigrant cars or building them over for other uses. This nation will never reach the full measure of its possibilities for good until its fields are filled with Americans who know what freedom means, and are willing to sacrifice everything for its preservation. Much of the evil we have endured in the past has been due to the importation of ignorant and vicious foreigners,

brought here to take the place of intelligent labor and to serve the interests of capital. In their past life they have known nothing so good as was offered them here, and the new conditions answered the purposes of their masters until the leaven of Americanism had had time to work. As soon, however, as they became acquainted with our language and institutions, they became discontent and turned against the men who had hoped to use them. Having none of that reverence for law and for established governmental institutions which marks the true American, their demands for better pay were almost invariably followed by riot and bloodshed, which could only be suppressed by military power. American workmen have been made to bear the blame for much of this violence, and they are especially interested in every measure which promises to make it impossible in the future. Common sense would seem to demand that our doors be closed against any further influx of these foreigners until those who are here now have become sufficiently Americanized to make their presence a safeguard instead of a menace, and until our industrial conditions are such that every addition to the army of labor

will not endanger the dearest interests of those whom it is the nation's first duty to protect.

We have been especially pleased at the interest taken by our members, as shown by the contributions to the Fraternal Department, in such vital questions as those of bond issue and finance. To the unprejudiced observer, it would seem directly contrary to the genius of our institutions for our government to seek aid abroad that could be more readily found at home. Were it not for infringing upon the forbidden field of politics, we might give a more explicit and detailed opinion upon these questions. It may not be too much, however, to say that we are unalterably opposed to any system of finance which is not intended to conserve the interests of the great mass of the people as against those of the privileged few. Here, again, the indications are most favorable, and from them we may hope that the day is not far distant when our government will be brought to the performance of its first and greatest duty, the preservation of the rights of the people as a whole. Taken all in all, the present is full of promise for the American workingman, from which we feel safe in predicting better conditions in the future than he has yet been able to win.

THE EIGHT-HOUR LAW UNCONSTITUTIONAL.

The Illinois eight-hour law has been declared unconstitutional, and in doing so, the members of the supreme court of that state have taken place in the already crowded ranks of the corporation tools recruited from our state and national judiciary. This law was passed some two years ago in the hope that it might do something to ameliorate the condition of the poorer working people and more especially the 32,000 unfortunate women who are obliged to serve the taskmasters of Chicago, under requirements and surroundings that are brutalizing in every feature, and for less than the mere necessities of life. In effect it said only that these women should not be allowed to work more than eight hours per day, but even this small concession was everywhere hailed as a triumph for the manual workers, and it was hoped others would grow from it resulting in the elevation of the entire class. But these hopeful ones had not duly considered the corporations whose profits were endangered by the proposed reform. Men who had not hesitated to traffic in the life and honor of thousands of helpless women, whose coffers were filled with the price of their suffering, suddenly developed a wondrous solicitude for the welfare of their victims. It was discovered that the enforcement of this law was an infringement upon that priceless boon—freedom of contract.

Every generous impulse within the breasts of these public spirited and chivalric gentlemen was stirred by the fear lest some of their slaves be compelled to work eight hours a day instead of eighteen, and they determined to avert this terrible danger if they had to cut wages another notch to find the means for properly approaching the seat of justice. In this crisis the aid of the supreme court was solemnly invoked and the opinion handed down by that tribunal shows how well the corporations knew where to look in their hour of need. An exchange says:

The supreme court holds that women, as to contracts, are on the same footing with men, that section 5 prohibits them from contracting their own labor and determining how many hours they may elect to work; and that such restriction is an infringement upon the rights of both the employer and the employe, and is in conflict with section 2, article 2, of the state constitution, which provides that "no person shall be deprived of life, liberty or property without due process of law." Other decisions of the court have settled the meaning of the section quoted. The privilege of contracting is both a liberty and property right. Liberty means the right to acquire property and includes the right to make and enforce contracts. Labor is property and the laborer has the same right to sell his labor and to contract with reference thereto, as has any other property owner.

But there was still another feature of this odious measure which required the attention of these patriots lest the most sacred rights of the people be trampled upon and destroyed. The law as passed contained a provision for the appointment of inspectors whose duty it was to see that

its requirements were enforced and not nullified by the men it was intended to control. Something of the good accomplished by these inspectors may be drawn from their work in bringing before the public the horrors of the sweat shops and the terrible lives forced upon the poor women to whom they offered the only alternative between shame and starvation. These inspectors had not been content with the columns of figures and glittering generalities which had made the great body of such reports of so much interest and value to the general public, and had not touched the sensibilities of the employers, but they had actually dared to descend into the unmentionable details of life among those who live and work, breed pestilence and die in the cellars and attics of large cities, to the sole end that their masters may fatten upon the price of their torture. Here again it was promptly discovered that a great crime had been committed against the people and their inalienable rights were on the verge of destruction because the means for carrying on this work had not been drawn from the public treasury by a "special" bill. A true regard for the rights of the unfortunate, a highminded patriotism demanded that this insidious attack upon the constitution be repulsed before the enemy became too powerful to be checked, and the aid of the supreme court was again invoked with the following result:

The validity of the act of 1893 is challenged because it contains two distinct subjects and that both are contained in the title, which is in contravention of section 13 of article 4, of the constitution, but it holds that the factory inspectors are state officers, or officers of the state government, and that the paragraph of the act which appropriates \$20,000 for the payment of their salaries is in conflict with section 16, article 4, of the constitution, and is therefore illegal, null and void. The appropriation of \$8,000 for the enforcement of the act is held to be valid and binding.

This may be good law. It may be that freedom of contract is such a priceless boon that we had better endure all things than permit its slightest infringement. It may be that the law makers have no authority to say a woman shall not contract to work more than a certain number of hours per day or week and thereby trespass upon her right to dispose of her labor as seems to her best, but does the same principle apply to the corporation? The people are behind all our constitutions, all our laws and all our courts, while corporations are but their creatures. It would seem that the power which creates might certainly fix the bounds of the thing created and might even go so far as to limit its right of contract. But, no; under our republican form of government corporations alone are inviolable. Law makers chosen for the performance of specific duties are no sooner well settled in place than they forget the men who made them and begin to worship

strange gods. Judges advanced to the solemn dignity of the bench look scornfully down upon the men who honored them and betray their sacred trusts to become the willing slaves of the things they were chosen to control. Behind the bulwark of such a judiciary the people may well repose in peaceful security.

The will of the people is ignored. Laws demanded for the control of overreaching and tyrannical corporations are either contemptuously refused or, when forced to passage, are nullified with a readiness of resource and an open disregard of common justice which would disgrace a despotism. Obsequious courts first distort the laws to the oppression of those they were intended to protect and, when directed to their legitimate purposes, a technical construction of the constitution robs them of every vital principle and adds new chains to the limbs of the people in the name of freedom. Too many of our judges have thrown aside the last pretense of respect for the robes they disgrace and have openly entered the service of the moneyed interests, their only strife being as to which one can be most shameless in his surrender. It has not been long since congress was obliged to curb the cupidity of the federal bench by an enactment against nepotism, and when the greed which characterizes so many of our law makers is considered, the depravity necessary to call forth this rebuke from them will be better appreciated. But a few days since the Chicago papers were congratulating themselves and their city upon the following compliment paid their members in Congress by the *Washington Post*: "It has become axiomatic here that when the Chicago members start for an appropriation they are sure to get it sooner or later." This is at once a melancholy and a startling description of the character of the statesmanship necessary to secure a place in current history. While these able and tactful gentlemen, who represent with unimpeachable fidelity the great corporate interests of Chicago, had only to ask and receive what millions they happened to want from the public treasury at Washington, their brethren of the Illinois supreme court were splitting hairs to find a technicality by which they could save some certain corporations a little annoyance and at the same time rob the poor people of a few pitiful thousands of their own money appropriated in the hope that it might in some way better their condition. In the face of these facts what wonder is it that the people are losing that respect for their law makers and their courts without which republican institutions cannot long be maintained? Every fresh outrage but brings the day nearer when the people will demand of their government

the protection that is their due and, failing in that, will take to themselves again those powers they delegated to others only to have them transformed into chains for their own limbs.

IT GROWS.

What grows? The sentiment in favor of the adoption of arbitration as a means of settling industrial disputes or differences. One of the triumphs of civilization will have been scored when its application has become general or, better yet, universal.

Fair minded men are easily found, and so long as they are to be found their decisions may be depended upon to be as fair as the minds of the men themselves. So long as these conditions exist no good or sound argument against arbitration or its adoption can be advanced.

We note with pleasure the report that the passage of a law, creating a state board of arbitration, in Illinois, is assured. The press dispatches inform us that the representatives of the State Federation of Labor and other representatives of organized labor fully endorse this legislation and are delighted at the favorable prospects. We are glad to see this interest and endorsement. It is evidence of a sincere interest in the real and lasting welfare of organized labor and of the people.

A few weeks since the representatives of the railway labor organizations were earnestly engaged in an effort to secure the passage of a similar law, applicable to employers and employes engaged in the movement of interstate commerce, at the hands of congress. The strongest opposition to the bill, manifested or developed, came from the legislative committee of two representing the American Federation of Labor. Every possible imaginary imperfection was pointed out and possi-

ble ill effects were magnified in imagination and exaggerated in expression. The most unreasonable and extreme constructions were placed upon its provisions. Amendments were made in deference to their expressed wishes but the hostility was not withdrawn. We have never understood such actions to be in accord with the policy of autonomy which is announced by the A. F. of L.; but in any event we are glad to see the State Federation in Illinois take the advanced position they do.

The principal objection found with the bill before congress was that it provided that a man who contracted to submit his cause to arbitration and to abide by the result, could be punished by the imposition of a fine if he willfully violated that contract. The Illinois bill provides that the decision of the board "shall be binding upon the parties who join in such application, for six months, or until either party has given the other notice in writing of his intention not to be bound by the same at the expiration of sixty days therefrom." We fail to find any penalty for failure on the part of the parties to the controversy to abide by the decision, but if there were we would not criticise it; for if arbitration is to be of any use its aid must be invoked in the same spirit of fairness which should characterize its decisions, and it ill becomes one who would submit a cause to arbitration with a mental reservation that if the findings were not favorable or satisfactory they would be repudiated, to rail at unfairness in others, be those others whom they may.

The reform in the matter of safety appliances is steadily gaining ground. In the Massachusetts senate recently, the committee on railroads reported a bill requiring that on and after January 1, 1898, all the locomotives used in that state shall be equipped with power driving wheel brakes and appliances for operating the train brake system; that no train shall be run without having enough cars with power brakes incorporated to enable the engineer to control it; and that after said date no car shall be handled which is not equipped with automatic couplers.

A movement has been started in New York to honor the memory of Robert Fulton, by the erection of a suitable monument in Central Park.

His life was one of unending struggle against adverse fortune and the more cruel bigotry of his time, and death came before his genius had been fairly recognized. Few men contributed more than he to the material advancement of the age, yet the eighty years which have elapsed since his death find the world profiting from his inventions while he is nearly forgotten. It would be especially fitting for the commercial interests of this country to erect an enduring monument to his memory, and no more appropriate place for its location than New York could be found. It is to be hoped that the present somewhat inchoate plan may be speedily brought to a successful issue.

The latest thing in organizations is a national

labor party or union to be conducted along political lines. A meeting in the interest of the new movement was recently held in Chicago, and at its close one of the gentlemen who had been prominent in the council gave the following outline of the plan they had in view:

It will be something on the order of the Knights of Labor but will eliminate many of the features which proved objectionable in that organization. There will be less effort directed to an attempt to bind the men together through organization, and more effort made to get them to thinking alike on the great questions which interest all wage-workers. In fact, attempt will be made to subordinate the organization feature entirely. The aim is to have few if any officers, the directing power to be a newspaper published under the direction of a board of advisers. All propositions will be submitted in this paper, and the local branches will act on them on the principle of the referendum. There will be no iron-clad constitution and rules, and no one man or set of men to rule the organization. Any proposition of current interest will be adopted or rejected on its merits and by a vote representing the sentiment of a majority of all the members.

It would be difficult to point out where a body such as is here outlined might find the power necessary for any sort of affirmative action. As a purely experimental or educational association, it might be found of sufficient value to repay the outlay, but the mere attempt to do anything further could not fail to result in its complete destruction.

The state of Kentucky is among those cursed with a law requiring convict labor to be sold to the highest bidder. Since labor has been thoroughly organized in that commonwealth the evils attendant upon this policy have been made apparent, and a reform is now being urged which can hardly fail to succeed. As usual the labor papers are to the fore in pushing this reform and all of them are doing a splendid work. In answer to the question, "What would you do with the convicts?" the *Economist* gives the following answer which will be found of interest wherever prison-made goods are allowed to compete with the product of free labor:

Let the convicts be put to work nine months in the year making good roads, so that fifty years hence the state of Kentucky may boast of the finest macadam roads connecting all the principal towns in the state, one with the other. Such roads would add infinitely to the value of property throughout the state, and would give the husbandman an opportunity, if he might choose, to wagon his crops to any distance, at any time of the year. The completion of such work would make our state a shining mark among the states of the union, and the necessary taxes to offset the revenue now received from the sale of convict labor would prove a minimum tax when the great benefits that would be returned are considered. For the three months when such labor as proposed could not be performed, a good supply of geographies and spelling-books would seem to be in order.

There is merit in this plan and there are others which might be adopted with equal benefit. Every honest workingman in the nation is personally interested in the solution of this problem, and the legislatures of the various states directly concerned will not be doing their full duty unless they give it their immediate and most thoughtful

attention and crystalize the result of that thought into definite action.

One of the most significant features of the legislative season, now just past, has been the active part taken by the railroad men in the discussion of proposed measures which promised to affect their interests. When a number of bills were presented in the Minnesota legislature looking toward a reduction in freight rates for that state, the railroad employees at once took the matter in hand. A mass meeting was called at Brainerd, which was attended by a large number of the representative men of that section. The question at issue was discussed in all its bearings, and it was decided that any such move as the one in contemplation would be decidedly to their detriment. A protest was prepared in which it was argued that many of the roads in that state were then unable to pay fixed charges, and that any reduction in their income, meant a corresponding reduction in wages or the loss of employment to a large number of citizens; that the benefits to be gained by the individuals in the interest of whom the laws were drafted, would be insignificant when compared with the damage done others; and, lastly, that the railroad men were entitled to as much consideration as any other class of citizens. The position was a novel one in many respects, but the arguments advanced were unanswerable, and there can be no question but the protest had much weight in leading the lawmakers to more conservative action. Similar action was taken in Wisconsin and Washington, and similar results were obtained. We have long held that the railroad men of this country already had the power to relieve themselves of many burdens if they could be brought to act together for a common end, and these results prove the truth of our position. It may be that no great good has been accomplished, but enough has been done to show our power and to pave the way to much better things in the future. Our law-makers are no fools, and when they see that the workingmen are united in the support of any meritorious reform and are determined to have it brought about, they will not long refuse their assistance. There is much of hope in what has already been accomplished, but it has its lesson as well. We must ask for nothing which is not our right by the rules of equity and justice, and which will so commend itself to the better judgment of the great mass of people, and if, when so intrenched, we work together, with no ambition beyond the common good, success is assured from the first.

The arguments usually advanced in favor of the

initiative and referendum sound well and if they could be taken for face value would incline one to the belief that a cure for many of our social ills had been found. The plan is handicapped, however, by the fact that it fails most dismally whenever it is brought to the test of a practical trial. We have all noticed how little attention is paid to general matters presented at an ordinary election and how utterly impossible it is to secure anything like an adequate expression from the voters, even when the questions presented are of the first importance. The election recently held in New York City is one directly in point, since the questions presented were of vital interest to every taxpayer in the city. Notwithstanding the fact that the expenditure of millions of dollars and the conduct of some of the most important portions of the public service were involved, the propositions were practically ignored and the very small per cent of the voters who remembered them could give no adequate idea as to the condition of public sentiment regarding them. Advocates of the plan refuse to accept the results of a general election as a measure for its practical value, but perhaps they will be more generous when it comes to the working of a labor organization which numbers many friends among its members. The last general convention of the United Garment Workers of America submitted fourteen constitutional amendments to the local unions as a practical example of the referendum. These amendments were important to every member of the organization, and yet we find in *The Garment Worker* for March a synopsis of the vote which shows that only nineteen out of the one hundred local unions had complied with the law. In that connection *The Garment Worker* very perti-

nently says: "We commonly hear members preaching about the great social changes that are to take place in the near future, through the general uprising of the workers against the existing social order and the wise management of affairs to follow, and yet we are confronted with the fact that the large membership of our National Union are indifferent to the most important questions submitted for their decision as proven by the result of the referendum vote."

If in an organization of this kind it is impossible to secure a vote from one-fifth of the members on matters that vitally affect them all and while the plan has yet the charm of novelty, what will be the result when only general interests are involved and there is no especial incentive to action?

The Grand Division will meet at Atlanta, Ga., commencing Tuesday, May 14th. Arrangements are being made for the usual public reception, and it now promises to be one of the most interesting features of the gathering. The members of Division 180 are sparing no pains in providing for the entertainment of their guests, and all who are so fortunate as to attend will come away with higher ideas of the hospitality of the Brothers in the south. The southern railroads have been very generous in the matter of transportation for the Brothers and their wives, and will do their full share in every way toward making the meeting a complete success. This session of the Grand Division will be of especial interest to the Order, as measures covering its entire policy will be passed upon, and much of its success in the future must depend upon the laws thus enacted, and the officers chosen to carry out its policy under those laws.

COMMENT.

Were it necessary to seek for arguments in favor of either abolition or reorganization of the United States senate, we might find one in the action of that apparently irresponsible body concerning the Arbitration Bill. That measure failed to become a law solely through failure of the senate to take proper action upon it. Workingmen may be able to estimate by this failure just about how much direct influence they are capable of exerting, as a class, upon the passage of the laws of the country. We all know that our national legislators never pretend to enact a law, whatever may be its character, without, in some manner or degree, invoking the name of the American workingmen in its favor. Extreme solicitude for the welfare of the workingmen of the country is exhibited by legisla-

tors of all parties when it comes to the enactment of laws. And then they attempt to explain the workingmen's lack of prosperity on the ground that they cannot be made prosperous by legislation. Sound logic that! However, if our legislators were as anxious to do something for the workingmen as they pretend to be, they would certainly be quick to pass a measure falling in with the general sentiment of the entire country, and highly approved by workingmen themselves. And that is just what they ought to have done with the Arbitration Bill. Although it is quite true that this bill was not exactly such a measure as a great many workingmen desired to see passed, it is also true that if there ever was a measure introduced into congress which deserved to be called a labor meas-

ure it is this one. The bill was highly endorsed by the labor organizations of the country; in fact, the representatives of those organizations were almost entirely responsible for the shape in which the bill was reported to the house from the Committee on Labor. In view of this fact, and of the further fact of the politician's anxiety to do something for labor, one might be excused for believing that the bill would be pushed through congress without a moment's unnecessary delay. But it wasn't. The house acted upon the bill, and passed it with sufficient promptitude; it then went to the senate. There it was referred to the Committee on Interstate Commerce, which was subsequently discovered to be a wrong reference. It was then taken from that committee and referred to the Committee on Education and Labor. While this committee had the bill under consideration a motion was made to reconsider the last reference, which motion practically killed the bill so far as the fifty-third congress was concerned, as, pending the settlement of the question raised by the motion to reconsider, congress adjourned by limitation without having received a report from the Committee on Education and Labor, although, as I understand, a favorable report was prepared by that committee, ready to be presented to the senate when that body should announce itself ready to receive it. Any person of average common sense can see that the questions raised to delay action upon this bill, and thus in effect defeat its enactment into law, were puerile and inconsequential. Whether the bill was considered by one committee or another would not in the least affect its effectiveness as law, did the senate desire to pass it. What course will be taken by the next congress cannot be predicted. Every influence, however, should be brought to bear upon members by the railway organizations in favor of its passage, as the bill contains provisions of vital import to the welfare of the members of such organizations. By a united and harmonious effort something may be done.

* * *

The extra census bulletin containing statistics of farms, homes and mortgages, recently issued from the census bureau, is a document of profound sociological import. It represents facts and figures bearing directly on the every-day home life of the people; it portrays a condition that contains no encouragement for the future of the American home-owner—the backbone of the republic. Even statisticians of the Atkinson stripe will find it hard to juggle the figures it presents so as to make them support arguments in favor of the continuance of the present system. The report discloses the fact that there are 12,690,152 families in the United

States, 6,623,735, or slightly more than fifty-two per cent of whom are tenant families. Only 4,369,417 families own their own farms or homes free from incumbrance, while 1,696,390 families own subject to incumbrance. And this incumbrance amounts to the enormous sum of \$2,132,949,563, or almost equal to the entire sum of our national debt at the close of the war. This incumbrance equals nearly 38 per cent of the value of the farms and homes encumbered. It is an average debt borne by each encumbered family of \$1,257; and it involves an average annual interest charge alone of \$141,910,106, or \$84 for each incumbered farm or home. The average annual interest rate is 6.65 per cent. The 420 cities and towns in the United States that have a population of 8,000 to 100,000 present this condition. Out of 100 families, on the average, sixty-four are tenants, twelve own their own homes subject to incumbrance, and twenty-four own free of incumbrance. There are 1,749,579 families in this category, but 414,479 of whom own their own homes free of incumbrance. The incumbered homes number 214,613, and the amount of incumbrance is \$292,611,974, which involves an annual interest charge of \$18,417,745, or an average of \$86 for each incumbered home. Interest is at the rate of 6.29 per cent. The incumbrance equals nearly 40 per cent of the value of homes incumbered. For the twenty-eight cities having a population of 100,000 and over the facts are as follows:

Out of 100 families, on the average, seventy-seven are tenants, nine own subject to incumbrance, and fourteen without incumbrance. There are 1,948,834 families included in this category, only 276,720 of whom own their own homes free of incumbrance. The number of those owning subject to incumbrance is 168,159, and the amount of incumbrance is \$393,029,833, which is more than 42 per cent of the value of the homes incumbered. This incumbrance involves an annual interest charge of \$22,584,509, or an average of \$134 for each incumbered home, at an interest rate of 5.75.

Taking these twenty-eight cities by wards, they contain an aggregate of 537 wards, seventy-seven of which exhibit a percentage of tenancy above ninety; twenty-two of the twenty-four wards in New York City are in this condition. The city of Philadelphia has long borne the proud distinction of "city of homes," but this report discloses the fact that three wards in that city have a tenant population above 90 per cent, while for the entire city the percentage of tenancy is over 77. Not much of a "city of homes," that, I should say. Chicago shows up much better than Philadelphia in this respect, having a percentage of home ten-

any of but little more than 71, and containing but two wards, the first and the eighteenth, which exhibit more than 90 per cent.

There are 4,224,560 families under the classification of home occupiers, outside of towns and cities of 8,000 population and over, and of these, 2,374,860, or a little more than 56 per cent, are tenant families, 427,161 families own subject to incumbrance, and the amount of incumbrance on these homes is \$361,311,796, which is nearly 38 per cent of their value. This incumbrance involves an annual interest charge of \$24,179,775, or an average annual charge of \$57 on each incumbered home, at an average annual rate of 6.69 per cent.

Among exclusively farm occupying families the condition is a little better, but still sufficiently appalling. Out of every 100 of such families, on the average, thirty-four are tenants, nineteen own subject to incumbrance, and forty-seven without incumbrance. There are 4,767,179 farm families in the nation, 1,624,433 of whom are tenants; 886,957 families own their farms subject to incumbrance. This incumbrance amounts to \$1,085,995,960, which is over 35 per cent of the value of the farms incumbered, and involves a total annual interest charge of \$76,728,077, or an average annual charge of \$87 on each farm, at an average annual rate of 7.07 per cent. There are many other highly interesting and instructive facts presented in the report which cannot be touched upon here. The report is without precedent, and it is, therefore, impossible to make comparisons with previous conditions, but the facts presented, sustained by the most common observation, are sufficient to justify the claim so often made that we are fast becoming a nation of tenants. There is not the slightest prospect that under the present financial and industrial system the enormous debt on the homes of the people will ever be paid. There is not even a fair prospect that the interest charge will be paid. The only prospect before the incumbered families is foreclosure and tenancy, and then what will the next decennial report disclose? It almost takes one's breath away to think of it. Let us hope the people will soon wake up to the necessity of repudiating the system which is robbing them of their homes.

* * *

It should be remembered that this report discloses conditions as they existed five years ago, since when we have been afflicted with one of the most disastrous panics recorded in history. This panic has brought about an immense amount of liquidation, and there can be no doubt that were exact figures obtainable for the year 1895, they would disclose vastly more hopeless conditions for

the mass of the people than those just presented. The debt might not be so large, but the tenancy would be vastly increased, thus showing that homes had been sacrificed to satisfy debt instead of their nominal owners having paid off the debt in the regular manner. Let any person pick up a rural newspaper and note the space given to notices of foreclosure, if there is any doubt about this. I have noted hundreds of such papers during the past two years, and they all disclose a dreary, monotonous tale of foreclosure. The money kings are reaping their harvest off of the misfortunes of the people.

* * *

A few months ago, during the course of an address on the financial situation, before the "British Association," Mr. Edward Atkinson made the assertion that "we have over 4,500,000 freehold farmers, by far the greater part of whom have no incumbrance on their lands." This is just about as near as Atkinson ever comes to the truth. The number of freehold farmers in the nation, by that meaning those who are not tenants, although the definition of "freehold" is too narrow even to include all these, as it means an estate held in one's own right, subject to no superior nor to conditions,—a farm with a mortgage hanging over it is surely subject to conditions with respect to ownership. But, the number of non-tenant—Atkinson's freehold—farmers in 1890 was but 3,142,746, instead of over 4,500,000, and those who had no incumbrance on their lands—the only real freeholders—numbered but 2,255,789. Atkinson further called the United States the great creditor nation of the world, and he denominated these freehold farmers "the great creditor class of a great creditor nation." It is such raving as this that passes for science among the pillars of our financial aristocracy.

* * *

A great deal of sympathy, as well as cash, has been expended by Americans in favor of the suffering tenantry of Ireland; let them look a little now to their own tenantry. An item recently went the rounds of the press, stating that the European landlords holding estates in the United States were organizing to protect their interests, and force a system of rack-renting, after European methods, upon their American tenants. The estates of these foreign landlords in America aggregate more than twenty million acres, which is a larger area than the whole of Ireland. How are the American tenants going to get out from under the rack? A great deal of indignation is expressed at this fact of foreign landlordism, but, after all is said, what matters the fact that the landlord is a

foreigner? A landlord is a landlord. Be he native or foreigner, it makes little difference to the condition of the tenant. The Astors, for instance, are native landlords, and it is quite evident that their tenants are no better off than they would be were they paying rent into the hands of foreigners. The argument seems to be that foreigners drain the country of its product and spend the proceeds in foreign countries, while the natives spend the proceeds in this country, thus enabling our native population to benefit by their expenditure. It is on a par with the old economic argument that the luxurious expenditure of the rich is a blessing because it furnishes work for the poor. "B."

BORROWED OPINION.

Just now the monopoly papers are very much worked up over the unholy associations of workmen, and their consequent tyranny exercised upon the individual. They insist that the individual should have the right of "freedom of contract." Let us investigate and see what this means. Under our present system of industry, in which capital and all the agencies of production, except labor, are monopolized in the hands of a few gigantic corporations, the individual has about as much liberty or freedom of contract as the victim of a highwayman who is ordered at the point of a revolver to give up his money or his life. The victim has two chances. He has perfect "freedom" to choose between his money or his life. So it is, also, with the individual workman when he seeks to contract for his labor with one of these big employing corporations. He has two chances. He has liberty or "freedom" to take what is offered or starve, and right here his freedom ends. It is only through association that workingmen can possibly be a party to a contract for the sale of their labor. It is arrant nonsense to talk about the freedom of contract under existing conditions, and the man who does so forfeits all claim to intelligence, or even the commonest kind of common sense.—*Zanesville Labor Journal*.

Some members of labor unions are prone to seek an opportunity to abuse employers of labor, and when they stumble upon any good in their make-up are too prejudiced or narrow minded to give proper credit. Such a practice, in our opinion, is unfair, not only to the employer, but to labor itself, because it promotes the spirit of censure and fails to cultivate a harmonious relationship between the two elements in the world of industry—capital and labor. Every editor of a labor journal should set himself firmly beside truth and justice and never permit his editorial pen to swerve one iota toward prejudice and slander. All should give due credit where it is justly due and boldly condemn and criticise when it is deserved; but while condemning or criticising, none should prostitute the cause of labor by calling upon abuse and falsehood to support argument.—*The Railroad Telegrapher*.

While it may be contrary to Christian ethics to "love your friends and hate your enemies," it is a

sure way to make friends, and after friends are secured it is a certain way to retain them. If railway officials can be convinced that to secure the friendship of their employes, they have but to be friends to those employes, the railway labor problem will lose much of its complexity. If railway officials have nothing to gain by recognizing labor organizations of their employes, and acceding to their just demands, they will probably ignore labor organizations until compelled to do otherwise by the fear of a strike; and this, at best, is but an armed armistice, each side momentarily expecting a renewal of hostilities. * * * The quicker officials are convinced that it is to their interest and the interest of their company, that favors be extended to employes, the quicker railway employes will "get everything they want."—*Locomotive Firemen's Magazine*.

The influence of machinery in the labor market is a question that labor will have to meet with something tangible that the number of idle men may not be increased. How to accomplish anything that will result in the attainment of this most desirable end, is no easy task, but before the limit is reached, labor should decide, as far as possible, upon some definite plan of action to overcome, in part at least, the throwing of hundreds of more men out of work. Lessening the hours of labor is the only suggestion that promises to assist in solving the problem, and recognizing this as a fact, labor should make every endeavor to gradually lessen the hours of work and at the same time maintain as far as possible the remuneration.—*Railroad Trainmen's Journal*.

The business of the railroads is being watched just now much closer than usual, because it is generally recognized that the condition of business with them is not only an indication of the condition generally, but also shows whether or not they will soon again be large buyers of supplies and rolling stock. It is therefore gratifying to know that most railroads are doing a better business now than for some time past, and that there is a decided tendency shown by the roads to increase their orders for supplies. Several large orders have been given for cars recently, and there is every indication that railroad business and railroad buying has passed its lowest ebb, and will now grow steadily better.—*American Machinist*.



GREETING.

The following paper was read at the second anniversary of Turner Division:

The Ladies Auxiliary is made up of subordinate Divisions and just as these, its component parts are, so will the whole part be. Every Division is personally responsible for its part of this work, every member is responsible for the part she plays in the Division work. Where there is unity, singleness of purpose, where we sink self for the good of a cause we all love, where every member of a Division strives to work for the best interests of the cause, there you will find a Division where much good will result from the efforts of a united purpose. Show me a Division where there is unity of purpose, and I will show you a strong Division for our cause. Show me a Division where there is dissension, personalities and strife, and I'll show you weakness and inability to accomplish anything. The questions "what good are we," "what have we, or what do we expect to accomplish," are some of the many queries put to us by those who have no faith in woman ever accomplishing anything. Since the day "Mother Eve" tempted the man, these same old questions have been put to us. And truly as women, how thankful we should be that we live in an age that does not hesitate to place even *women* at the heart of some of the greatest achievements of our times. The only question of our right to existence, is the question that we have a *perfect right*. We are united to work for what will advance the best interests of, and improve the conditions of all conductors' wives. If we try to help everybody, we should have no time for anything else. It is no selfish principle for us to single out the class to which we belong, and to work for the advancement and improvement of our Sisters who shall estimate our influence, who shall say they have been made wiser, better and happier for our existence. Wherever we console sorrow, wherever we bring gladness, *there* is exhibited in its noblest form, our work. I am a firm believer in the old

saying, that nothing accomplishes so much as kindness. A pleasant word, a smile, a friendly grasp of the hand, are little things, they cost nothing, but are priceless and in our work mean so much. Where there are conductors who do not favor us as an Order, I always advise being such good, true, honest and upright women that they will finally be led by our good works to change their opinion of us. Nothing means so much for us as the fact that we are *good, womanly* women. Let us strive to be such a success that all the conductors in America will urge their wives to join our Order. The success of our cause rests with our members. I deny *emphatically* that this work in any way detracts from our household duties, and my extended acquaintance with the many Sisters engaged in this work enables me to say this truthfully. They have been much benefited in various ways by uniting their interests with us, and I believe no true man ever cared to enter into and enjoy privileges that were denied his wife. So Division 28, I send this greeting, hoping for many returns of your anniversary and the success and future prosperity of your Division. With a kind remembrance for all.

MRS. J. H. MOORE, G. P.

Editor Railway Conductor:

We have chosen the following Sisters to fill our chairs for the present year: President, Mrs. Jno. Tygard; Vice President, Mrs. C. G. Hastings; Secretary and Treasurer, Mrs. L. R. Watson; Senior Sister, Mrs. C. M. Stone; Junior Sister, Mrs. H. Lane; Guard, Mrs. W. S. Oldham; Chairman of Executive Committee, Mrs. J. M. Gudgell; Correspondent, Mrs. C. Bledsoe; Delegate, Mrs. Jno. Tygard; Alternate, Mrs. W. S. Oldham. We are now in our third year and our membership is still steadily increasing; we also lose one now and then by their leaving the city. The last one to leave us was Sister Littlefield, she having moved to Dallas. We were sorry to lose her but still hope to have her with us often. Sister Beebe lives at Muskogee, I. T., and Sisters Whittedge

and Ford at Denton, Tex., Sister Smith at Ennis, Tex., Sister Knapp at Mineola, Tex., and Sister Evans at Emporia, Kas. We hope we may always have their names on our books even if they can't be with us. We decided at our last meeting to move, bag and baggage, to a bran new hall owned by the G. A. R. We were very much pleased to have Brother Sebring, of Memphis, with us at the celebration of our second anniversary, Feb. 24, and he made some very good talks and was the recipient of a boquet presented by the ladies. (There, I didn't aim to say that, for perhaps he didn't want his wife to know it.) I noticed in THE CONDUCTOR for March the letter from J. E. W., of Aguas Caliente, Mexico. I would like to give him a hearty hand shake for the good words he said in our favor. There is nothing that does us so much good as a kind word now and then. They cost nothing and yet, as Sister Moore said, they are priceless. Indeed what a grand convention we could have if there were an Auxiliary for each Division of the O. R. C., and if each member would strive to do her part in every sense of the word. I feel that the time is not far distant when the Auxiliary will be numbered in the hundreds. We are making changes for the better constantly, and there is still lots of room for improvement. I hope every Division will be represented at the "Grand Convention" by a delegate that is not afraid to talk, and do a little "kicking" if necessary; that is what makes things lively. There is one thing I am sorry to say our Division is rather behind in, and that is the strict observance of the fifth *special rule* in our ritual. I think that is a very good rule and should be observed and also enforced. I was glad to see so many Auxiliaries represented in the last CONDUCTOR. I think "our" department ought to be the best part of THE CONDUCTOR, and it will be just what we make it; let each one of us try to do her best. I don't believe the editor has ever crowded out any of our letters. [Correct.—Ed.] I believe he would put in extra leaves if necessary. [Have done so several times.—Ed.] With best wishes to all sister Divisions. Denison, Tex. Mrs. C. B.

Editor Railway Conductor:

The question might be fitly asked, what are we as an Order doing? Are we striving to secure the best interests of the sisterhood at large? Aiming to ennoble our work by deeds done in and through it that will raise the Order higher and higher, and in so doing lift up and improve each individual member of it?

The possibilities for work which will benefit all associated with us, are many. In the first place we are auxiliary to one of the noblest orders in the

world, made up of men who hold first place in our affections, to whom we are equally dear. How necessary then that our standard should be elevated to the highest possible eminence of morality and right. A high aim can but exert a refining influence, and our ambitions cannot be too lofty.

First we must get right ourselves, then *live* right. We will then be in a position to consistently point to our standard and expect others to follow. The influence of an Order like ours should be far reaching, especially among the men who serve the business and traveling public, and these are the ones whom we hope to benefit and make happier, and our aim in this should fall short of nothing less than "social purity," and this means much, all things considered.

Because we are railroad people we need not hesitate to advance reforms, or any scheme whereby the social standing of railroad people may be elevated. If we do not do it ourselves, it likely never will be done. The majority of the people outside of railroad circles have an idea that the average railroad man is a "poor stick" at best, and not much is expected of him, and little of good is recognized in him even though he may be one of the noblest of men. "He is a railroad man" and that settles his social standing. Nothing is more discouraging than want of appreciation when we feel enough faith in ourselves to brave criticism and strive to encourage our better nature in any honest endeavor.

Now, we as an Auxiliary, must recognize these noble men. Where the world fail to see their efforts, we must applaud the noble deeds and steadfast honor; where the world criticise and scorn, we must EXPECT good in and of these men; where the world treat them with suspicion, we must believe in them thoroughly, and soon their integrity, honor, sobriety and manliness, will be reflected as in a glass, by this confidence.

Few human beings are so insensible to faith reposed in them that they will not try to merit all that is expected of them. As I said before, we must first get right ourselves, make our lives and conduct so exemplary that these men whom we so truly love will be proud of us and glad to be known as our protectors. When we have done this our Auxiliary will have accomplished a great victory.

Petty personalities should never be allowed to consume our time; we can use it to better advantage than to permit matters of which we and our husbands will be ashamed, to demand our attention. This will lower our standard and place us on a level where we will deserve the criticism of all, and doubtless will receive it.

Let us be up and doing, fearless in carrying out

our convictions of right for any moral or social improvement, and strive to place our Auxiliary where it will receive the approbation of all right minded people. There is always room for improvement, so our efforts should be unceasing.

Cleveland, Ohio.

MRS. C. P. HODGES.

Editor Railway Conductor:

By the kindness of Mrs. A. H. Landis, of Denver, Colorado, I have just received copies of your journal for the past four months. "A Tough Customer," by Frank A. Myers, has especially interested me for the reason that I am well acquainted with all the principals in the narrative, even the Tough Customer; also with the place where the scene occurred. Although the author has slightly changed the names, I easily recognize them all. Last, but not least, I have the honor of being the personal friend of the talented author for many years past. In going to Chicago's great fair, Conductor Lew had charge of the train I boarded. "Dad" was not the engineer on that occasion, although I had seen and spoken to him the day previous. Brother Myers, you should get Dad to tell you the tale of the wild turkey, and get Conductor Lew to tell you how he saved the passengers on his train a few years ago. Although Lew may be small in stature, he has been a hero on more than one occasion, notwithstanding the fact that he does not seem to know it. It was my hubby's good fortune to kill a magnificent wild turkey once and he came home on the train of which Dad was engineer. Dad had never seen anything in the game line to equal that gobbler, and he would mention that turkey on every occasion where hunting was brought up in conversation. About a year or so after the killing of the turkey, Dad had the misfortune to kill a calf which had strayed out on the line, and the owner sued the company for damages. Of course Dad was subpoenaed to appear as witness at the trial and was asked what he thought the calf worth. He told them several times he had no idea. Then the question was asked him as to what size the calf was, anyway. Dad said there was only one fact he knew, and that was that the calf was not one-half as large as H. B. Jones' wild turkey, and damage was allowed accordingly. In "A Tough Customer," I well recognize the jolly commercial traveler, Frank, whom I have known for 20 years.

It is surprising what grit some conductors have. Almost at the identical spot where Conductor Lew had his adventure, I saw Conductor Henry Wessing (now deceased), a much smaller man than Brother Myers' hero, eject a man from the train. Wessing asked the tough for his fare or ticket, the reply was, "You will get neither." "Do you

mean this," said Wessing. "I do," said the tough. In less time than it takes to tell it the bell rope was jerked, the train stopped, and the next thing I knew the man was literally thrown off the coach. When Wessing came back smiling, I asked how on earth he managed it; he replied, "oh, it is all practice." I often wondered whether the practicing was done on the train or at a gymnasium.

I am well acquainted with the members of 339, 301 and 308, and recognize in C. W. M. the correspondent from 339, an old time friend, and one of the most popular conductors on the B. & O. S. W. Line. I am surprised that neither of these Divisions have a Ladies' Auxiliary, as there are as intelligent, nice ladies at those places as can be found in the country. The correspondent signing S., in the February number, has sound sense and plain facts in his article. No doubt I will be recognized by many readers of your excellent journal.

MRS. HENRY B. JONES

Washington, Ind.

Editor Railway Conductor:

With your permission I should like to say a few words in answer to the Sister from Division No. 25, who signs herself "N. E. P."

Now, my Sister, I acknowledge our Auxiliary is organized to promote sociability, morality, etc., but can't you stand *insurance* also? *Why* can't the idea be an active working principle? There are a great many conductors' wives (not members of the Auxiliary), who would join if there were something more in it than sociability. Let me tell you a little story and a *true* one. I once had a neighbor who was a member of a society having insurance connected with it but she would have nothing to do with it. At the same time she found more fault with the officers of the association than the insured members did. Her husband made good wages and they lived it up (as most all railroad families do). This lady was taken sick—was bedfast for months—her Sisters in the Division did their best to care for her, but her husband at last had to stay with her, as no one could wait upon her as *he* could. The end came; she was buried at the expense of the Brotherhood. A paper was passed and money donated; more or less talk went the rounds (there always is in such cases). The husband has had a hard row to hoe since that sorrowful time. Three little ones to keep together and the debts to pay. Now this is only one case. If the lady had taken out the insurance that "dark day" would have been provided for. A few cents (for assessments) a month would have been the means (in the end), of helping her husband pay the debts. I made a vow at that time that never would I be buried by charity

if the investing of a few cents would keep me free from it. If by good luck the insurance form is adopted by the Grand Division, I shall take it. I have no little ones to leave it to and it may not be needed (when I die), to pay expenses, but the assessments I pay into the association may be the means of helping some Sister who has had no chance to "look ahead."

We all have to die, that is something we can't escape, and I think it our duty to leave the burden on the ones left behind as light as possible. We are not averse to having our husbands insure for our benefit, then why should we not do the same for them.

You may have plenty of this "world's goods," but has your neighbor? You may have no family and therefore can save for the "rainy day," but perhaps your neighbor has several little ones to feed and clothe, and the income is lived up to a penny. Well, if she should be called from her family, would not her insurance be a great help to her husband? It might be only a "drop in the bucket" to you, but the whole "bucket full" to him. I don't believe in compulsory insurance. Never since Eve was created has there been a woman that wouldn't rebel against being "compelled" to do anything—straightway that one thing she won't have anything to do with. To be sure in some cases it would be the best thing, as some women would rather be "helped" than save a penny to help themselves, but as a general thing it won't work.

You ask if the entire membership of the Auxiliary is eligible to insurance? Why not? We only wish they would all take out policies, then the insurance would be a perfect success. I suppose you have reference to health. Well, I think as a rule, the conductors' wives are a healthy set of women, and unless the applicant was in the last stage of disease there would be no reason why she could not be a member of the association, providing she is in good standing in her Division. You say "we can be of great service to those around us, and do more to advance the standard of our Order than if we coupled with it a 'something' a person has to die to win." Yes, we can be of great service to those in trouble around us, but are we? Isn't it much better for all of us to help ourselves than to wait for our friends? Sometimes when we "sit and wait" we "get left." Now you just "bide awee," my Sister, and you will see that this "something" will turn out to be the best car the Auxiliary has "coupled" onto yet.

You see I have the "last word," as you won't have any chance to answer before the Convention. If the insurance form is "sat upon," then you will

have the laugh on me, but if they do "down it" this time, in it will go at the next Convention. We will be like a rubber ball—flatten us out this time, and we will be all round again and full of insurance for the next Convention. With best wishes to all, and a hope that (if the insurance pass), "N. E. P." will be one of the first to take out a policy.

Englewood, Ill.

M. E. S.

Editor Railway Conductor:

It is with pleasure I write in behalf of Columbian Division, No. 40, L. A. to O. R. C. We have had our annual election and installation of officers with the following result: President, Mrs. A. Keating; Vice-President, Mrs. F. Carrigan; Secretary and Treasurer, Mrs. Mary Beck; Senior Sister, Mrs. Thompson; Junior Sister, Mrs. Florin; Guard, Mrs. Nevins; Chairman of Executive Committee and Correspondent, Mrs. W. A. Kelleher; Delegate, Mrs. A. Keating; Alternate, Mrs. F. Carrigan. We held our first masquerade ball in Columbia Hall, February 19th, which through the earnest endeavors of many of the Sisters, especially our President, Mrs. Keating, proved a success both socially and financially. We also feel grateful to a few of our Brothers for their co-operation with us, among whom was our Chief Conductor, Brother Conly, who did much in the way of disposing of a great number of tickets and lending his presence on that occasion. Last year was a very prosperous year for us, and we find that we have a nice little sum in our treasury. But let us hope that the new year will be more prosperous in every respect, which, with God's blessing, cannot be otherwise, as it seems to be the aim of every Sister to make Columbian Division, No. 40, rank among the foremost of the Divisions. MRS. W. A. KELLEHER.

Jamestown, N. Y.

Editor Railway Conductor:

We are still working for the good of the Order. We have a membership of twenty-four. We have very pleasant meetings and a very good attendance. We have been organized nearly three years, and we think each year we are going to do better than the last. For 1895 we are going to try and do better than ever before. We have got to for this reason, when we re-elected our president, she told us we must do better than in the past. Nevertheless, she is a very good and pleasant lady, if she does get out of patience once in a while.

We have organized a sewing circle, which meets at a Sister's home, and spends the afternoon in sewing, visiting and partaking of refreshments. The Sister we sew for pays for the sewing, and

that helps replenish our treasury. When a band of ladies meet together they do more work than talk, as you know the ladies are not talkers.

We have had a great many sociables and card parties this winter, which netted a nice little sum for our treasury.

A grand ball is to be given by the Ladies Auxiliary, on Easter Monday, April 15th. We are rather late this year, but hope to make a success of it despite hard times.

Mr. and Mrs. A. W. Squires attended a grand ball at Waukesha, given by the O. R. C. They had a very enjoyable time and think they will go again.

We are sorry to note the sad death of Brother Joseph Drinkwater, who was killed at Staples, Minn., February 19th. He was buried at North Freedom, Wis., under the auspices of Division 68, O. R. C., assisted by several members of the Auxiliary. The O. R. C. services were conducted at the grave by Brother A. B. Robbins.

Brother and Sister C. Clark mourn the death of their child, aged three months. They have our sympathy.

Brother F. W. Kimball, a former employe of the Northwestern road, while running on the I. I. I. road, had his right hand so badly crushed that amputation was necessary. His wife was at once called there to care for him. They have returned home, and we are glad to know that he is rapidly recovering.

MEMBER 34.

Baraboo, Wis.

Editor Railway Conductor:

I was very much pleased to see in your February number, letters from our Grand President and our Deputy Grand President, Sister Hodges. I wish we might hear from them oftener. There was also much of interest in the letter from Sister Hahn. She voices my sentiments exactly and expresses them so much better than I could ever do.

Our Division held a social hop in Maccabee Hall on the evening of February 20. Every one present seemed to have an enjoyable time, and at the request of several of them, we have decided to hold another in the same hall Monday evening, April 15th, and I wish we might see every conductor and his lady in the land, with us, also the editor of THE RAILWAY CONDUCTOR. With best wishes to the readers of THE CONDUCTOR.

Port Huron, Mich. MRS. F. WHITEMAN.

Editor Railway Conductor:

I must beg your pardon for writing to you, as I am not a member of the Ladies Auxiliary, but I can, I trust, claim a little kin, as my husband is a member of the O. R. C., and a staunch one. I am not near to a Division or I would join. I am

always anxious for our magazine to come, and read it from beginning to end. There is never anything but good sound reading in it. The letter signed "S" was especially good.

I have been begging my husband to write, as I have never seen a letter from South Carolina, but he writes very seldom, as it is painful to him. He has scarcely any use of his right arm, it is almost paralyzed, and his health is very bad indeed.

I am working an O. R. C. quilt and am going to send it to the world's fair in Atlanta, Ga., and wish each of the ladies of the Auxiliary would send me a square, with her name and date embroidered or printed on it. The center piece will have "O. R. C." in large gold letters, and when it was established and emblem flower. The quilt is made of plush, silk, velvet and satin. Size of square is 16x16. Any style of pattern can be sent. Wishing the O. R. C. a prosperous year.

Timmons ville, S. C. MRS. R. E. HALLFORD.

Editor Railway Conductor:

Stevens Point Division 211 now boasts of a new acquisition in the form of a Division of the L. A. which was organized Tuesday, March 26, by Mrs. Moore, of Toledo, Ohio. We were greatly pleased that Mrs. Moore could visit our city, being as busy as she now is. While here she was the guest of Mrs. W. S. Carr, at her pleasant home on East Avenue, and in the evening Mr. and Mrs. E. E. Ruben received the members of Division 211 and of the Auxiliary, at their residence on Church Street. Music was furnished by the Mandolin Club, and two young misses helped entertain the guests by dancing the Highland Fling. There were about thirty who enjoyed the hospitality of Mr. and Mrs. Ruben. All did justice to the dainty refreshments which were served by Mrs. Ruben, assisted by Mrs. Moore and Mrs. Lowell. Late in the evening Mr. Bowen, C. C., presented, in well chosen words, a beautiful desk—the gift of Division 211, to the new organization. Mrs. Moore, secretary and treasurer, expressed the thanks of the Auxiliary. Then Mrs. J. H. Moore, Grand President, addressed those present on the aims, objects and prospects of the Auxiliary. All enjoyed her talk and felt impressed with her earnestness and interest in her work.

Mrs. C. A. Walters expects to visit Atlanta, and will act as delegate to the Grand Division.

The officers of Wisconsin Valley Division No. 64, as our Auxiliary is named, are: President, Mrs. B. F. Bowen; Vice President, Mrs. E. Jackson; Secretary and Treasurer, Mrs. Lizzie Moore; Junior Sister, Mrs. C. A. Walters; Senior Sister, Mrs. G. West; Guard, Mrs. E. E. Ruben. Stevens Point, Wis. "VALLEY."

Editor Railway Conductor:

We have noticed in THE CONDUCTOR that some of the members of 44 have been asking for us. We are not dead, neither are we sleeping, but are glad to note that our Brothers are taking so much interest in us, and have missed us. We do not mean to take up all of the space each month in the Ladies Department, but Sister W. W. Hinkley and Sister J. L. Kissick will be heard from in the convention at Atlanta, and I think they will secure for us, a journal, or see to it that THE CONDUCTOR will be enlarged so that all sister Divisions can be accommodated.

Division 23 is rapidly increasing in numbers, six having been initiated this year and one transfer card having been accepted, and we have six more petitions to act upon, with the hopes of many more to join us soon. The work of the Order is beautiful, with an addition of literary work and the floor drill, the former being managed by Sister Ellis; the latter by Sister Bartlett as captain.

We have decided to hold our grand opening ball for the dedication of the union depot, April 16th. Sister Sadd is chairman of the committee on arrangements, and that fact alone is warrant of our success both socially and financially. We extend a hearty invitation to all Sisters and their husbands, as we could not carry on an entertainment of this kind without them, especially in giving the "Oh, Why" degree. I speak of this because of our having held a social not long since which was attended by only seven gentlemen, leaving the ladies to make up the rest of the sixty who were present. We could not account for their absence until the February CONDUCTOR came to our rescue, and Sister H. M. P., of St. Joseph, informed us that conductors were bashful. Well, that was a mystery solved, for us. Now, Brothers, come to our ball and get acquainted, and we know you will like to come to our socials. We have the greatest sympathy for your bashfulness and timidity.

Our last social, held at Sister Ogden's, March 21st, was a decided success, both socially and financially, and the literary program prepared for the occasion was thoroughly enjoyed. The social held at the home of Sister Briggs, February 21st, was also a decided success. Sister Briggs is an esteemed and most worthy lady, and was suffering greatly with rheumatism, yet was able to be about and had a genial and a pleasant smile for every one there. Sister Moody on this occasion, furnished us with a little excitement, just to find out how much we loved her—not having fully recovered her strength from an attack of la grippe. Progressive high five was the order of the evening and refreshments were served on the ribbon plan, with the color of the Order.

Sister Greer has our sympathy for the afflictions of her family, her children having had scarlet fever. Letters of condolence were sent her. Sister and Brother Conboy have the sympathy of the entire Auxiliary for their afflictions and misfortunes. We are also glad to see the light and life return to our beloved Sister Beach, her mother having recovered from her serious illness.

Sister J. B. Hinkley has left us to join her husband, in Pueblo, Colo. Sister Hinkley, we miss you very much, and wish you prosperity in your new home.

MRS. A. H. LANDIS.

Denver, Colo.

Editor Railway Conductor:

Perhaps some of our sister Divisions think that Galesburg Division No. 15 has been taking a "Rip Van Winkle sleep," but it is not so; the correspondent has just been napping a little. Our Division was never in a more prosperous condition than at present. We have added three new members to our list this year, with two or three more in sight.

At our regular meeting in December the following officers were elected: President, Mrs. O. N. Marshall; Vice-President, Mrs. Cass McKee; Secretary and Treasurer, Mrs. F. E. Bronson; Senior Sister, Mrs. R. Swain; Junior Sister, Mrs. W. H. Bowling; Guard, Mrs. E. Wilds; Chairman Executive Committee, Mrs. G. F. Conly; Delegate, Mrs. O. N. Marshall; Alternate, Mrs. F. E. Bronson.

At our installation the newly elected officers served refreshments, to which the husbands were invited. An hour or more was very pleasantly spent. Short speeches were made by the Chief Conductor of Division 83, our President and others.

At the second meeting of Division 83 in January the members very kindly consented to call their meeting early in the evening, so the L. A. could give a social after they were through. All O. R. C. members and their families were invited. A goodly number were present to enjoy the short program and refreshments which came later.

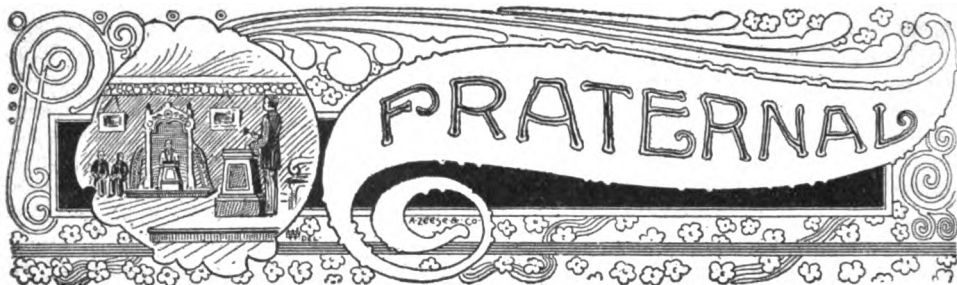
Sister Young, of our Division, was called upon in March to mourn the death of her husband. All members of the Division, besides a host of friends outside, extended to Sister Young their deepest sympathy in her bereavement, and fitting resolutions were adopted by the Division, and a copy sent to her.

We received a very cordial invitation from Bloomington to be present at the organization of a Division of the Auxiliary in that city on March 30th. We are very glad to have another Division in Illinois, and hope in the near future to become acquainted with them. We wish them all the success possible in their undertakings.

All visiting Sisters will be welcomed at our meetings. With best wishes for all members of the L. A.

MRS. F. E. B.

Galesburg, Ill.



Editor Railway Conductor:

The questions of disputed rights of class labor organizations, whether arising through their respective leaders, individuals or sectional membership, are ticklish ones. But to be deprived of one's liberty is degrading to one's honor, and I trust you will look upon this letter of a diplomatic nature in the spirit in which it is written, and be kind enough to give me credit for writing in a spirit of undisturbed good humor and friendly courtesy; and this being the case I shall feel myself safe in writing with, likewise, the most-perfect frankness.

I do not believe any class organization has the right to rule with an iron hand and dictate to its members what organization they shall or shall not belong to. Those who would undertake to do so certainly show weakness and lack of confidence in their ability to obtain and hold a membership on the inducements they have to offer. I hold, as a free born white man, that I have a perfect right to retain the liberty of bettering my conditions in life when an opportunity to do so presents itself, so long as I can do so without injury or detriment to my fellow workman. My understanding of article II, section 10, in constitution, is, that as a member of the Order of Railway Conductors, I have no right to strike unless the said strike is authorized by such Order. But I do not understand it to say I shall not belong to other organizations, and through them to better my conditions in life should an opportunity present itself, so long as I ask you for neither sympathy nor support, financial or otherwise. I claim you have no control over my actions in such matters; you might just as well dictate to me as to what church I must attend, and what god I must worship as to dictate to what organization I shall belong. I have no hesitation in asserting that the resolution adopted by our union meeting in Chicago denouncing other labor organizations was a sad mistake, for is it not just such actions that are keeping the class organizations apart?

We have had enough of war and dispute, what we are most in need of now is peace, reconciliation and unionism. Such actions as that of the

Chicago meeting referred to must be gratifying in the extreme to the General Managers' association.

Again it is an accepted fact that all railway organizations are divided against themselves. (The east and the west.) This seems strange, but is nevertheless a fact, and this is rather a puzzling question, to the many that fail to look for cause through close study of existing conditions.

A wise leader of class labor will not show partiality to any section of country; but this can not be said of all executive officers. Some have failed to deal with their general membership alike in whole, and these partial actions have created a feeling of distrust in the sections least favored. This with the conservative policy some have seen fit to adopt, with the lack of preception in the east and the restless and distrustful feeling in the west, our future would seem anything but bright, if the members composing the union meeting referred to are to be allowed at Atlanta to fan into flame the fire of antagonism they started in Chicago, which already will take the friendly waters of time to quench. I hope the Grand Division at Atlanta will consist of men patriotic at heart, men that have studied the signs of the times, and whose ideas are abreast of the same; in touch and sympathy with every act that will retain to us our liberty and promote the welfare of our order. To such men I would say go to Atlanta with ideas of your own. Thus you will find yourselves in a position to dispense with much that would otherwise be forced upon you for acceptance, no matter how antagonistic to organized labor. Let us make our order what it should be, a protection to the Railway Conductor. If this is done there will be no need of the enactment of a law to compel us to abstain from becoming members of other organizations, as the conductors as a class are far from being blind to that which is best for their good. When a Brother becomes disgusted with his own order and seeks another for support of his rights, it shows that there is something wrong, and we will never make the wrong right by depriving our membership of their liberty to join other organizations. There are none but what will claim the

right of being their own free agent. In this, we must study the age we are living in and the people we have to deal with, if we sincerely desire the truth regarding our strength, our weakness, our purpose and inborn tendencies; our past failures and successes; and all the temporary incidents, and lasting constructive meritorious achievements of our career.

The members that do this should be able to frame laws that will enable the order to fulfill its mission. It is evident that the tendency of intelligent opinion is in the direction of the centralization of the executive power of labor organizations, and away from the device of class organizations so much resorted to in years past. I take this as a sign that the truth is dawning in the intelligent workman's mind; that a united powerful organization is needed to bring him up to his proper level. I say let all other orders alone. There is room for something better and improvement in what we have.

No matter what the mistakes of the so-called A. R. U. have been or what fault can be found with their policy, the policy the Chicago meeting would have us adopt is to interfere with their attempts to better their condition. Let them alone; if any workman on earth can better his condition, he has the right to do so, so long as he does not deprive another of doing the same; he has my sympathy no matter what I may think of his methods, personally. I was very much opposed to the A. R. U. strike as a business proposition, and as a matter of right and wrong they should have confined themselves to Pullman. But I believe their idea was to help the workman, and that is a principle I admire. I now feel the grand effects of open confession, you know what that is; and I trust the members composing the Atlanta Grand Division will bear in mind that duty is a noble thing, and those that regard it should be held in honorable esteem.

R. DUNCAN.

Tucson, Ariz.

Editor Railway Conductor:

Division 89 meets in Fall City Hall every Sunday at 9:30 a. m., and since we have a membership of more than two hundred in good standing and a regular attendance of Brothers from the several roads centering here, our meetings are always interesting and entertaining. On March 31 we were pleased to find our hall well filled, which was evidence of the great interest manifested by the Brothers in affairs for their consideration to be presented before the Grand Division at the biennial meeting at Atlanta, Ga., in May. A great many of our Brothers are contemplating going to Atlanta and take advantage of the "Oh My Degree," which

is administered only on this occasion, and assisting in showing our visiting Brothers the beauties of the south. I have told of my visit to Denver some years ago, when the Grand Division met there, and the many pleasant remembrances in connection with the trip. As a consequence our Brothers here claim they will never allow another opportunity to pass. Our worthy Secretary, C. S. Dodson, is looking after the transportation of the delegates, and as the L. & N. R. R. has promised to have their conductors honor "credentials" for delegates and their wives, it is his desire that as many as possible go via that route, in order that they may see the once "*Dark and Boody Ground of Old Kaintuck*" with her historic battlefields and the most beautiful blue grass country of the world. The next annual meeting of the G. A. R. assembles here next September, which is enough to attract our visiting Brothers to take advantage of the Kentucky scenery on their way to and from Atlanta.

We had a gloom cast over us in the loss of our late superintendent, W. P. Pike, who died March 25th. He had grown up from the ranks and was known only to be respected and loved. Mr. W. S. Martin will succeed him as superintendent of the L. & N. R. R. April 1st. By the way, in my last letter I told you of the Brothers on the C. O. & S. W. R. R., so I must tell you of the L., St. L. & T., as they have a line running from Louisville to Henderson, Ky. Brother Samuel Stites, of Division 135, is the popular train master, while they have four passenger trains in charge of Brothers Eugene Ireland, T. B. Chandler, A. H. Evans and Mat Haight, while the through freights are controlled by Brothers Walter Pulliam, F. Nugent, Chas. Netherton and Henry Vawters, with several crews on local and chain gang.

MACK.

Louisville, Ky.

Editor Railway Conductor:

I desire to offer the following amendment to the resolution passed by the recent union meeting in Chicago requesting the unconditional surrender to compulsory insurance:

"Except that for members of the Order employed in foreign countries whose currency is depressed and fluctuating in value, and members out of and seeking employment, or members engaged in other than railway service, the insurance shall not be compulsory; also any member whose circumstances cause his policy in benefit department to lapse, but whose dues are paid or remitted by his Division, shall not be suspended from the Order."

Suspending a member because he has been unfortunate, out of employment, or is working for

money worth buttons at Chicago and is unable to meet insurance assessments, is wrong. No argument can make it right. When a conductor heads for Mexico he expects to find a howling wilderness; ignoramuses, etc. Let me correct that popular and long standing wrong impression. He will find today as good conductors as the states produce. In some places good men are braking for seventy-five or eighty "dobies" (and glad to get them) for which you pay us today forty-eight cents on the dollar in your currency. They have been as low as thirty-five cents. The order is represented in Central America, Guatemala, Chili, Brazil, United States of Colombia, Peru and Cuba. In some of these countries their dollar is worth but twenty-five cents in Mexican money and cannot be computed in buttons in United States currency. Again some are in Africa (boys keep away from there) where recent advices make it beads in American currency when expenses are paid. Barring the value of our dollar at home, many of us like Mexico equally as well as the United States. Now when you insist on unconditional surrender to compulsory insurance do you consider these things? Had it occurred to you? Are you out of a job or working for money worth buttons at Chicago? Be careful, not hasty in your verdict; there is more P. F. to the square inch in Mexico and these foreign countries than you ever dreamed of in United States; it's all wool and proper width.

San Luis Potosi, Mex.

R. W.

Editor Railway Conductor:

The railroad men and citizens of this place are inaugurating a scheme of railroad building that has many novel features, and which at first glance may seem visionary and impractical, yet a careful investigation of their proposition shows it to be feasible, with much to recommend it. In a general way they propose to build a line from San Diego to Salt Lake or Ogden, passing through the fertile and productive valleys of this coast, the rich mineral sections of Nevada, and the great coal fields of Southern Utah, bringing their products to tide-water on the magnificent Bay of San Diego, and shortening the time east twenty four hours. The incorporators have maps and surveys of the route showing the greatest elevation to be only 3,000 feet above sea level; avoiding all but sixty miles of desert and crossing the range below the snow line, thus securing an open route the year around. So far so good. But the great question is how to raise the five or six millions of dollars necessary to build the line, to say nothing of its equipment. They intend to issue a call to the railroad men of the country and issue ten dollar certificates of stock to be paid at the rate of fifty cents per share

per month, and claim that if twenty-five per cent of the railroad men can be induced to take shares, the road can be built at the rate of ten miles per month. They also propose that nothing shall be done on credit. No bonds and no indebtedness, and that the earnings of a line so built would pay a handsome profit to the investors.

As near as I can learn, the order in California is gradually repairing the breaks caused by the late "unpleasantness."

If the scheme outlined above can be made a success, it will go a long way toward the settlement of the labor problem in its application to railroad men, and makes another and more agreeable alternative than the one of government ownership. The intention is that railroad men shall hold the stock, elect railroad men for directors, and enjoy absolute control of the property.

I omitted to say that their charter contemplates a direct line from San Diego to Galveston.

San Diego, Cal.

CHAS. R. STEWART.

Editor Railway Conductor:

Lexington Division 239 is not dead by any means. That worthy Chief of ours, J.W. Throckmorton, running the daily except Sunday train from Lexington to Cincinnati on the L. & N. keeps things humping through the week on the road and on meeting days in the Division room. Our chief and other officers are the right men in the right places and I look for a prosperous year under their management. Our boys on the C. & O. that help compose our Division are flying around this week as a good many are laying off. Brother Martin has been off some time from sickness, but writes us from Louisville that he hopes to be with us soon again, which is glad news to us all. One is at court and one is off helping mother take care of the little conductor.

JACK.

Lexington, Ky.

Editor Railway Conductor:

Well, Jersey Shore Division, 1168, is still in existence, although there has not much been said of us of late. The night of old uncle George's birthday, Feb. 22, we enjoyed our third annual hop, which opened with fifty couple strolling in the grand march to the soul stirring music by Thurston's orchestra. At 11:30 we partook of refreshments served by the loving wives of the O. R. C., which caused the participants to think that the O. R. C. women were the greatest and noblest on earth.

We are progressing here in numbers. It is with regret we note the death of Brother G.W. Thomas' kind and good wife, who was a long and patient sufferer but finally yielded to the summons of stern death and our bereaved Brother has the unbound-

ed sympathy of all in this dark period of his life.

Well, with the hope that the CONDUCTOR will continue "to conduct" as ably and interestingly as in the past, we remain,

W. R. F.

Jersey Shore, Pa.

Editor Railway Conductor:

At last the conductors' wives on the Wisconsin Central have gone into wholesale business in the L. A. to O. R. C. Mrs. J. H. Moore, G. P. of the L. A., organized Wisconsin Valley Division, No. 64, at Stevens Point, March 26, and on the 28th, with the assistance of Sisters Bowen, Rubin and Lowell, from 64, organized White Rock Division, No. 65, at Waukesha, Wis. It is hoped and believed these Auxiliaries will be a mutual and social benefit to all concerned. Mrs. A. W. Squires, President of Madonna Division, No. 34, at Baraboo, Wis., says the Auxiliary at Baraboo has resulted in much good. It surprised Mrs. Moore to find at Stevens Point, upon meeting eighteen or twenty conductors' wives who had been living there from three to ten years, that about one-half had to be introduced to the other half—strangers at home.

Division 259, O. R. C., were going to loan their gut to the ladies, but William got out and your correspondent does not know how they managed to organize without him.

After adjourning, the ladies met at Brother F. G. Webb's, where five or six conductors were keeping guard over refreshments prearranged for the occasion. A very pleasant evening was spent with cards, music and some fine recitations by the Misses Murray and Hovey.

I think, from remarks heard on the side, the ladies had a very amusing time organizing, and some fun at the expense of one bald headed conductor. "People who live in glass houses should not throw stones." They may have to wear wigs or false hair some time.

These new organizations are tending to a better acquaintance between the conductors and their wives at Waukesha and Stevens Point, as quite a number from Waukesha are intending to visit Stevens Point and trip the light fantastic Easter Monday evening.

Business is good on the Wisconsin Central. We are making about 4,000 miles this month (March), which, considering the hard times, is very good. We would like to hear from our Division correspondent occasionally, but he don't seem to get around to business very often. We expect to hear from the ladies' correspondent every month.

"Bro. of Div. 259."

Waukesha, Wis.

Editor Railway Conductor:

Our meeting held March 3 was a most pleasant and interesting one in every respect. There were forty of our own members present and fourteen visiting members as follows: Brothers James Rowan and Joseph Clark, of 331; Joseph A. Connell, S. F. Slocum, S. Davis, C. E. Prevost, H. Blackwell, Wm. S. Lord, John Wilhelm, Thomas Rogerson, E. Simpkins and L. E. Sheppard, of 170, and J. S. Benson and J. Cuglin, of 51.

I am sure it was a pleasure to the visiting Brothers, as they all seemed to enjoy themselves and took a very active part in the debate for the good of the Order and some very good points and arguments were advanced. All cordially invited the members of Dauphin Division to visit them, especially Brother Slocum, of 170, who urged us to visit Jersey about July or August as mosquitos are ripe about that time and we wouldn't stay so long.

One applicant presented himself for advancement. The third degree was properly conferred with Brother Sheppard in the chair. Our invitation to all members of the Order is always out, and we will always gladly welcome members of other Divisions.

As this is the year for the Grand Division to meet in convention, let us consult and know what we want or should have for the general welfare of the organization. In the first place we want good men at the head of this organization. Considerate able men, who will be deeply interested in our welfare. We want full fledged O. R. C. men. No one will dispute the statement that economy should be the watchword of the Order under present conditions. It affords us much pleasure to know that we have the very men we want right among us. We have plenty of food for deep thought, so let us observe closely and be careful what we do and how we do it. One thing we don't want is to pay delegates high salaries and make money the object more than the welfare of the organization. Let each and every change in the laws be for the better in all points of view. We need protection from impostors who throw themselves upon us from time to time, and particularly upon our Mutual Benefit Department. Let the organization be protected in every possible manner; let every member put forth his best efforts to further the welfare of this grand old organization. With well wishes to the members and the organization in general. "Mox"

Harrisburg, Pa.

Editor Railway Conductor:

Division No. 187, like some other Divisions, is opposed to the power allowed the permanent

members of the Grand Division, especially that in the counting of the vote. We will take, for instance, a Division having a membership of fifty or less and among them are say two permanent members and a regular delegate. A question comes up before the Grand Division and they are interested in it and cast their three votes in its favor, while another Division with a membership of two hundred or more has no other representative at the Grand Division but the regular delegate, and being deeply interested in the question being defeated, has but the one vote to cast against it. This is a case where the minority wins, or the weaker gains. I think it would be best to allow the majority in all cases to have the power to make, amend or annul laws, etc., in the Grand Division. I propose that each Division having a membership of fifty or less shall have their vote counted as one, or, if you please, be allowed one vote; Divisions having a membership of from 51 to 100, have two votes; Divisions having a membership of 101 to 150, three votes, and for each additional membership of fifty or less, one vote more.

We hope this will be in time to be printed in the April CONDUCTOR, and that all members who have fought this permanent membership will take their constitutions and see how the change will remedy it. A Division then having but fifty members and having two permanent members of the Grand Division and a delegate, would have but the one vote. It would allow the permanent members of that Division but a one-third vote each and the delegate a one-third vote. The Grand Division would not take any rights from them excepting the power of a whole vote. They could talk on all questions, etc. "COMMITTEE."

Northumberland, Pa.

Editor Railway Conductor:

Memphis Division, 175, meets every Sunday at 2:00 p. m., at No. 13 Hernando street. Possibly some of the delegates and Brothers journeying to Grand Division would like to meet with us and see our "City on the Bluff." Come and be welcome. (Say, Brother Editor, please see that each of the members of 175 gets his monthly, as seemingly, they have forgotten our meeting days and hours). [It is regularly mailed to everyone reported by the Secretary as entitled to it.—Ed.]

Division 175 never was blessed with as young and bright a Chief Conductor as Brother Morthland and we regret that he will change his residence. To fill his place will be difficult. Each meeting the word passed round the room "the right man in the right place." He was employed as general yardmaster by C. O. & S. W. Ry. at

this place. Am sorry to say he lost his place, together with his assistant yard master, Brother F. E. Vangilder, by another Brother's oversight. Brothers Morthland and Vangilder left last week for the west to seek new fields, and the wishes of all are "catch on, boys, to a better job, and let us hear from you often." Division 175 steadily grows in membership and her remaining officers are as good as any.

The Ladies' Auxiliary is our hobby, and you Brothers that missed being at Brother and Sister Sebring's house to the entertainment given by the ladies missed a treat. Keep up your pace, Sisters, it will help us. God bless the Sisters, how I—we—love them.

Now, Brother Editor, your reply to my last brought out expressions that I expected. I wrote as I did, so that many who think as I wrote could see the advantages of our present laws governing the Mutual Benefit Department. I this day, myself, for the first time since I belonged to the Order, apply for \$4,000 in our Insurance Department; for I do consider it the best in the land for us. Just look how many claims are turned down by other insurance companies on purely technical points. Get into it, Brothers, it's a good thing.

Business is very dull in our locality and lots of ex-railroad men of all descriptions. I would like to be able to report differently, as possibly some of our number might then come this way. As it is, nay.

JACK.

Memphis, Tenn.

Editor Railway Conductor:

In the February CONDUCTOR "J. E. W.," wrote in such a strain as to lead the conductors in this section of the country to think that he either received his inspiration from a revengeful spirit or from frequent libations of the extract of the Maguey plant, known in the native vernacular as "Tequila." When a Mexican Central employe insinuates aught against the character and ability of Mr. E. H. Whorf, he illustrates the story of the viper and its benefactor. The Order of Railway Conductors never had a more consistent and sincere friend than was Mr. E. H. Whorf when he occupied the position of assistant manager of the Mexican Central railway.

When "J. E. W." in one line lauds President Robinson and General Manager Nickerson, of the Mexican Central railway, he but echoes the sentiments of the rank and file of their employes, but when, in the next, he criticises the manner in which the road is handled between Calera and Ciudad Juarez, more than half of the main line, the policy of which is, as on the rest of the system, a reflection of the ideas of the general man-

agement, he displays an amount of ignorance so profound as to cause us to wonder if he can really be, as he claims, a conductor. "J. E. W." says he is an employe of the Mexican Central railway, and then goes out of his way to abuse the patrons of the road in the persons of the excursionists who annually visit this "Egypt of the New World." He is evidently unable to get through his pate the fact that a railroad's transportation is its stock in trade and that each and every employe, if loyal to his employers and to himself, should vie with his fellows in correct treatment of the public instead of indulging in false and sensational statements which are very naturally resented by that same public. Verily, if Darwin were here, he would start out on a still hunt for "J. E. W."

ERRANTE.

City of Mexico.

Editor Railway Conductor:

Within my recollection there has not been a word in *THE CONDUCTOR* from 107, and I presume outside of the Grand Division, there are but few know this Division is in existence, yet it is. I have often thought I would write a letter to *THE CONDUCTOR* to let our Brothers in general know about us and how we are progressing but I could not make so good a report as I should like, therefore kept quiet.

In the first place 107 has been unfortunate in electing two secretaries who have robbed it, and each time of every dollar they could get their hands on. The first one, Jake Rumbaugh, took everything in sight. The Division managed to pull through and had just fairly gotten on its feet again when, lo and behold, another robber was elected to the office, one L. D. Cook. He disappeared and took everything but the "trucks" during the A. R. U. strike (having joined that organization) and left us without a dollar and head over heels in debt. Now, I will admit that it is very discouraging, yet two wrongs never make a right, and it is no excuse for the members to absent themselves from Division meetings the way they do. I will venture the assertion without fear of successful contradiction that on any meeting day there are in the city from twenty to thirty members, and if we can get a quorum we are in luck. Then, when those who do attend are met upon the street or elsewhere by the tardy Brother, the first question asked is "Well, what did you do at the Division yesterday?" Well, so and so was done, or it was necessary to make a special assessment for necessary expenses, etc., then the absent Brother makes a "kick." He can't see why this is done, and why that is not done. Why, Brother, do you not come to your Division meetings and

make your "kick" at the proper place and time? I think any Brother who can and does not attend his Division meetings should not be informed of what business is transacted.

There are some Brothers of 107 who say they fail to see what good the Order does them. "We are at work and doing well, why should we attend the meetings? If we have a Sunday that we are not on the road we wish to enjoy ourselves by going to some place of amusement." Let me say to you, you may feel very independent while you have a good position, drawing good money from the pay car each pay day; yet, when you get into trouble (for none of us are perfection) the first place you rush to is the Order to help you to fix matters up so that you can go to work again. I have known of several just such cases in 107. Then, again, there are quite a number of the members of 107 who have allowed personal feelings to influence them in not taking that interest they should in the good work. Away with such foolishness. If you cannot settle any little differences of a personal nature on the outside do not, for the good of the Order and common sense, bring them into the Division. We are all Brothers bound by the same obligation, and working to obtain the same end. Brothers of 107, put your shoulders to the wheel, lift it out of the rut into which it has fallen and put it where it once was, second to none.

A word as to the Benefit Department. I am in sympathy with the laws governing the same. It is the cheapest and best insurance we can get, and if my age would admit, I would carry \$5,000 in place of \$2,000.

W. A. F.

Cincinnati, Ohio.

Editor Railway Conductor:

I derived considerable interest from reading Brother F. D. Felkner's letter in the March monthly. The article demonstrates that Brother F. has made a careful study of insurance, setting forth plainly and very correctly the different phases involved in mutual insurance. Especially do I think his ideas in regard to paying for total disability eminently correct. Our present system is a premium, or at least an encouragement to some not overly scrupulous Brother to impose on our Order. I can refer you to cases—not in the O. R. C., I am happy to say,—where members of an order affording a mutual insurance were supposed to be totally disabled and were paid the premium that was intended for a fund, to provide for the necessities of their families where they were unable to do so. After squandering the money dishonestly obtained, to the surprise of everyone but themselves, they regained their

health and entered into railroad service again at their former occupation, ready and willing to work the rabbit's foot again.

Where is the Division that would not carry a Brother through an emergency and keep up his assessments if he should be so unfortunate as to be unable to do so himself, or if a Division should be too weak to bear the burden then, as Brother F. suggests, let the secretary of the Insurance Department keep them up and deduct the amount from the policy. To do this in all cases might be too great a burden on the Insurance Department. However, make the policies non-forfeitable during the total disability of a Brother, and as a last resort provide a fund in some way that the Department may carry a worthy Brother till he is again able to work, or till by death his family are entitled to the insurance. Brother Felkner, you are on the right trail and "fight it out on this line if it takes all summer!"

I trust the subordinate Divisions will send as delegates to the Grand Division competent men who will make wise laws and rules, for therein lies the strength of our Order. B. GRIST.

Springfield, Mo.

Editor Railway Conductor:

As I have not seen anything in THE CONDUCTOR from the land of sunshine and flowers, or rather from Division 115, I will endeavor to let the Brothers beyond the Rockies know there is such a Division.

The past year has been a very busy one with us considering the general depression that has existed all over the country. The winter season here was quiet, but in the summer season we have all we can do moving the fruit crop, as you know California is noted for fruits of all kinds.

We are making preparations to send a delegation of one hundred to the Grand Division in May, with a special train consisting of six cars. If any eastern Brother that has his blood frozen in his veins by the cold winds of the Atlantic, will return home with us to the far famed coast of the Pacific, we will try and warm him up and make his visit a pleasant one, by giving him bathing in the ocean, a drive through Golden Gate Park, (one of the grandest sights on earth) a trip through China Town or a ride on the "Sunset Limited." Pacific Garden, Cal. W. L. H.

Editor Railway Conductor:

I have just returned from a trip across the continent, having made the trip between the Atlantic and Pacific as baggage master on the Pennsylvania railroad's Golden Gate special. This train left Boston, Mass., February 19th, via New York and

the P. R. R. main line to Cincinnati; from there to New Orleans over the Louisville & Nashville railroad, and from New Orleans to California over the Southern Pacific, returning over the same route. I met so many of our good Brothers and was treated so well by them, that I wish to inform our Brothers of the east of the harmony and good brotherly feeling that is so plainly shown by them. One thing I noticed in particular, selfishness is not to be found among these Brothers. They all seem to work with one accord, and are always on the lookout for a Brother's welfare. I do wish more of our eastern Brothers could get among the Brothers of the south and southwest, as I know it would do wonders for our noble Order. These Brothers are an example, and are a great credit to the Order, and any Brother who will take my advice and go among them for a few days, will return greatly improved in the Order, as well as health and strength.

San Xavier Division at Tucson, Arizona, has a jolly good set of boys who will make it interesting for any Brother who calls on them. Brother Frederick gave me a number of specimens from the Arizona mines, and Brother Kennedy gave me a picture containing the photos of all the members of Division 313. I appreciate them very much.

I wish to thank one and all for the kind brotherly treatment I received from the Atlantic to the Pacific, and I do hope some of the Brothers will call on me and Susquehanna Division 331, and I assure them they shall be taken care of.

Our Division is growing and is in a very good condition. We have between fifty and sixty members, and all are working hard to increase our number, and nearly every meeting finds us at work. Our Chief Conductor and our Secretary are always on the lookout for the welfare of the Order.

CHAS. P. RUTLEDGE.

Columbia, Penn.

Editor Railway Conductor:

Baltimore Division, No. 337, was instituted in this city on the 29th, ult., Bro. Henry Long officiating as Deputy Grand Chief Conductor. There was an excellent attendance, and the new Division starts off with most favorable prospects for future success. The election resulted in selecting the following strong board of officers for the first year: Henry Long, C. C.; T. J. Hendrix, A. C. C.; G. W. Propps, S. and T.; J. E. Matthews, S. C.; T. W. Shipley, J. C.; A. C. Wilson, I. S.; G. W. Brashears, O. S.; T. J. Hendrix, Delegate; A. C. Wilson, Alternate; T. J. Hendrix, Cipher Correspondent; J. E. Matthews, CONDUCTOR Correspondent. There was one character candidate in waiting who was taken through

three degrees with all due form and ceremony. Among the members of other Divisions who were present and took part in the exercises were Bros. Kearns, O'Neill, Kelly, A. E. Rudder, J. F. Gal-
loway, H. C. Eby, J. L. Smith, and J. H. Barnes, of Division 5; and Bros. Lyons and Tyderman, of 204. Our meetings will be held in the same hall with Division 5, at 8 p. m., on the second and fourth Wednesdays of each month. We start off with an active and energetic membership, and hope soon to have Division 337 enrolled among the foremost of the Order. G. W. PROPPS.
Baltimore, Md.

Editor Railway Conductor:

I feel it a duty as well as a pleasure to write for THE CONDUCTOR and try and keep up an interest for the Order. We have lost quite a number of Brothers who have withdrawn to start another Division, and we hope they may prosper. We still have ninety members in good standing and hope to reach the one-hundred mark before the expiration of '95. The withdrawal of our Brothers caused us to have another election of officers, and the following will guide the deliberations of our Division the remainder of the year: C. C. Curran, C. C.; M. J. O'Neill, A. C. C.; R. Staple-
ton, S. and T.; J. E. McCauley, Sr. C.; W. H. Hark, Jr. C.; J. M. Kelley, I. S.; J. Devon, O. S.; P. Gavin, R. Rennie and N. A. Aldridge, Financial Committee; A. E. Rutter, Cipher Correspondent and Delegate, and J. A. Connor, Alternate.

Brother J. D. Black met with a very painful accident by falling from his train in the Belt Line tunnel, but we hope to see him at his post again in a few days. Bros. T. S. Brady, C. C., and R. A. Compton of Division 234 gave us a call at our last meeting and we were glad to see them, and hope they may call soon again.

I hope all Brothers will do more hustling, and turn out and have good meetings. "No. 5."
Baltimore, Md.

Editor Railway Conductor:

The past month has been one of much sickness among our members and their families, and the home of Brother Harry Kratzinger has been darkened by the death of little Gussie, the only daughter.

Bro. Webster has been down with pneumonia, but we have since seen his genial face framed in the window of a R. I. caboose, and from all appearance he was drawing pay. Bro. Bartlett, our worthy Chief, has been quite ill with la grippe, but is on duty again. Bro. Conboy has recovered from his recent illness. Bro. Baldwin has been bedfast since our last, but is again able to move

about. Bro. Lon Pierce, our depot master, with Past Chief Clark, recently returned from a two weeks' trip to Excelsior Springs, Mo. The former was there in quest of health, the latter in search of rest. Bro. P. seems to have derived but little benefit from the trip.

At our first meeting in March we advanced Bros. Stone and Wrisley, and the audience of about thirty-five smoked at their expense. Mr. Roszell was to have been "in the swim" but did not show up, although his cigars were paid for, and we will handle him with care when he is ready. If all new members pattern after these three we will guarantee full houses at our meetings.

The ladies of the Auxiliary, Division 23, as we surmised, are going to give their annual ball in Union Depot, and the date is given as April 16th. It promises to be something grand. The Oxford hotel, in the immediate vicinity, will serve supper that night, but it is left to the option of the hungry whether they feast at the Oxford, or take a sandwich and wait. The ladies will have all the support they desire from our Division, but we believe them to be a little independent, and as they are pretty good hustlers, are capable of managing this affair single handed. We hope their efforts will be crowned with glory and a bounteous supply of cash.

This reminds us of an invitation in the March number of our magazine from Mrs. Barnett, of Collinwood, O., to partake of coffee and doughnuts. Distance separates us too far Sister B., though we send thanks just the same.

We notice the L. A. are talking of adding insurance to their Order. "Its a good thing; push it along."

Although the spring months are here, we were very much surprised on March 30th to find that old winter had not finished his work, and was rapidly laying the foundation for the heaviest snow of the season; that the ancient spring suit we had donned would have be laid on the shelf and the old winter suit taken up again; that our faithful bicycle wasn't "in it" without a snow plow, and we were compelled to walk twenty-two blocks on account of the street railway being tied up. The snow fell to the depth of about two and in some places three and four feet on the level.

We have not heard much relative to our convention, as we are situated where we see but few of the boys, yet we have great confidence in our head pushers.

HOT TAMALES.

Denver, Colo.

Editor Railway Conductor:

This is not an April fool; we only wish it was.

Never a croaker, or a prophet of coming events good or bad, yet the handwriting on the wall can plainly be read, and it bodes no good to the railroad men of the country. Little by little the clouds are gathering above us, and 'tis only a question of time until the storm will be upon us, and it will find us illy prepared to meet it. Every defeat of labor organizations, whether they be Knights of Labor, B. of L. E., A. R. U. or any other kind, is one more victory for capitalists and railroad companies, and every such defeat encourages them to still farther encroach upon the rights of subordinates.

It is not our purpose here to discuss the rights or wrongs of those in the late strike, nor to encourage strikes, yet a closer adherence to our vows, a more brotherly feeling among men, and a little more backbone would make a radical change in our standing. Many railroad men are being made every day on our roads. Is there an object in it? Hundreds are out of work and can't get it. Is there any cause for it? On a near road not long since eighteen or nineteen extra brakemen were in the employ of the company where but seventeen crews were employed. Agreements have been violated by the company, and met with smiles by the men; the men are becoming divided; the word federation has faded away into the misty past, until now all that remains of it, is the tip end of its tail, that is convulsively grabbed at at intervals by those who would help their fellow man. Briefly summed up, the secret of the whole mystery, the position of conductors today is due to two things and they are indifference and selfishness, and until these two things are overcome we can never flourish. If it is to be "every man for himself," let some good Brother send forth the word, and may his satanic majesty be in the rear of the procession. The Order of Railway Conductors, the embodiment of all that is good and as good as the best, is all right, but it numbers among its members many who might as well be on some South Sea island for all the good they are to the Order that for many years has been their shield. It should not be a lack of attraction in the Division room, for we do not go there for fun. One need not neglect his family to attend these meetings, but yet every excuse under the sun is hatched up for non-attendance. Do such men show by their actions that they want strict individuality? every man for himself—dog eat dog—cut the throats of each other—open our mouths wide and tell all we know and sometimes more—get a passenger train on our fancied or artificial merits, get discharged for incompetency, and then—sit down and meditate on the past? Seymour Division is still moving, but she is on one side and not steaming very well.

She has been climbing a long hill and has not yet reached the summit, but our hopes are for the best.
Seymour, Ind. Cy.

Editor *Railway Conductor*:

Americanism! How that word sounds to the truly patriotic. While "Brother" of Chicago has undoubtedly given the subject of Americanism deep thought, yet I think he might have been somewhat broader in his definition of what constituted true Americanism. We are a government of the people, etc., and elect our representatives in congress to make our laws and we should abide by them, for they are American laws and should be observed and obeyed until replaced by laws better suited to the uses of the masses. The condition of anarchism does not always follow, because we may differ in *sentiment* as to the practicability of a law, but, does follow when we individually or collectively disobey the law. Therefore true Americanism consists in deference to American institutions.

There is no better saying than "Poverty makes Anarchists," for when a man is unsuccessful and out of employment, he is apt to feel envy toward those who are provided for, or more fortunate than he.

Now as to legislation to remedy the difficulty, some say one plan while others suggest something else. Now it seems apparent to any thinking person, that it is impossible to make any law to enforce the division of property owned by private individuals one to another.

But we can look forward to legislation giving us more money to operate on, and at the same time restore the confidence of the money holders throughout the United States by placing silver where it was prior to 1873. It is an undeniable fact that while we hold to the single gold standard there is less and less money in circulation as time goes on, and while every commodity almost is much reduced in price, what good is it when we "haven't got the price?" Better have flour ten dollars a barrel and the money to pay for it, than half the price and nothing to pay for it with, as is unfortunately the case with many in this glorious country of ours today.

Give us a double money standard and confidence will be at once restored; improvements will be made in numberless pursuits now idle; thousands of men will find employment at good wages; the cry for bread will cease and amidst plenty, anarchism will "lose its sting," and all go on smoothly.

Don't say "Oh pshaw," that fellow has a silver mine, I wish I had. You must know that Colorado has turned into a gold state and is probably producing more gold than it ever did of silver, but

that is not it. Money is scarce withal, and there are two or three projected railroad lines in this state lying idle for want of capital, and were they built would give employment to some of the good O. R. C. men now looking for same.

The idea of being compelled to pay taxes to pay the interest on gold borrowed from foreign nations, when by the use of silver this could have been avoided, seems to me something terrible.

Don't forget "122" to talk silver, then you will have no fault to find with the traders in gold. More money, more work; more work, more wages; more wages, more peace and happiness.

Colorado Springs, Colo.

S. P. M.

Editor Railway Conductor:

While I am no hand to take issue with the Brothers in their arguments, I was stirred up when I received my CONDUCTOR for March and read that selfish letter from Brother Felkner, of Covington, Ky. This kind of logic sounds all right but, as the old adage is, one story is good until another is told. He is like a lawyer pleading his own side of the case.

Any old member, like myself, who has the insurance and keeps up his dues, has just as much right as some young sprout that has just started out. I have been continually in railroad service since 1863, and my experience is that 75 per cent of the conductors die or get killed before they are forty years old. A man is twice as careless before he is thirty as he is after.

I think the records of the Insurance Department will substantiate my statement regarding the age of those upon whom we have had to pay death claims. My experience has taught me that a box car will run over a young man as well as an old one if he does not get out of the way.

An old man's dollar is just as good as a young man's dollar, and the old men have been called upon to help pay death and disability benefits for many young men when the injury was caused solely by carelessness or recklessness.

I am now fifty years of age and ten years more will about end my railroad career. I will then drop out of sight entirely, as far as the insurance is concerned, and this "equitable" rate that my Brother speaks of would cut me out now. I, for one, fail to see the justice of it.

Salt Lake City, Utah.

J. W. RHODES.

Editor Railway Conductor:

Notwithstanding what our unfortunate Brother, "J. E. W.," of fever-and-ague Mexico, says in regard to Boston people, I see I have a couple of friends in "Brother," of Chicago, and "Mack," of Louisville. Now, by unfortunate I do not mean

because he has such ideas of Boston people's kicking capacity, but because he was on the sick list when he wrote his letter.

The "Comments" by "B." in the March CONDUCTOR are in the line of good, sound, common sense, and it only tends to show that if the wage-earning, or the laboring class want to stop their downward course, they have got to "get together" and cast their ballots intelligently. By this I do not mean simply vote for a good man, but they must keep their eyes open and see what the good man does after they have delegated him as their representative. (Under the present system of politics, I should say "have put him in power.") As pointed out in the Brooklyn trolley strike, it makes no difference how strong public sentiment is in favor of the strikers, or no matter what justice they have in their demands, the strikers are almost always defeated in their efforts to better their position. Now, why is this so? It is because there are too many elements working against the striker, the strongest of which is his own kind, that is, unemployed men who are badly in need of funds, so badly in need of them that they will deliberately do what they know is wrong, in the face of public disapproval. But the unemployed are not to blame, they are forced to get money in most any way, and they choose this way. Now, if organized labor wants to preserve itself, it must not fight its battles by striking, but rather by gaining its ends through legislation and diplomacy, at the same time it must educate its men along such lines as will show them that the way to get rid of these effects they are fighting, is to find out the cause and then proceed to wipe it out of existence. One of the greatest causes of these industrial grievances is this: the reduction of the hours of labor has not kept pace with the increased producing capacity of labor-saving machinery. One man now, working the same hours, can produce as much as five men could twenty years ago. Of course, this may be exceeded in some branches of trade and not equalled in others, but it is a pretty good working average. As an example, take a freight crew on the road where I am working. They now haul pretty near twice the number of tons of freight in one trip that they did twenty years ago. Have their hours been reduced one-half or even one-third? No; they are working more hours than they did then. Now say they hauled 300 tons of freight for 100 miles, twenty years ago, and the corporation got \$200 for it, and today we haul 600 tons 100 miles and the corporation gets \$300. There is evidently an increase in the earning power of one crew equal to 50 per cent, and allowing for a slight reduction of freight charges and legitimate expenses,

we will say that one crew can make a profit for the company of 30 per cent more than that of twenty years ago. Now, where does this increase of profit go to? The workmen on the train do not get it, either in the shape of shorter hours or increased pay, so it must go somewhere, and that is in the shape of dividends to stockholders to the extent of millions of dollars every year; the larger part of it, too, paid out in dividends upon millions of dollars of capital stock that never really existed except upon the books of the corporation in the shape of watered stock.

Now, you ask, what has this to do with the unemployed? It has this much, the one man now produces as much as five did twenty years ago, so there are four men out of work, and as they are not working they cannot buy any of what the one man is making, consequently he finds times getting hard himself. For instance, there is a village with 200 people in it, and 190 are workers and ten are rich non-workers. They sell some products to outside parties, so all are at work. Well, I invent a machine at which one man can produce as much as two could before. They adopt this machine; therefore, ninety-five can now do as much as 190 could, so the rich man who runs the village discharges ninety five men instead of reducing hours. Now, these ninety-five men are unemployed and the market is limited and the unemployed cannot buy, the rich man cannot sell all his output, so he discharges five more. Now, this last lot of unemployed cannot buy and the rich man soon has a surplus of stock and a lowering income, so he tells his help that he must reduce their wages. They strike; then the 100 unemployed come into play and ninety of them take the places of the ninety strikers. Now, this example may be a little rough, but that is about the plan upon which our industrial system is working today, and it illustrates the fact that labor-saving machinery is playing a most important part in the war between the wage earners and capitalism. It points out these facts so strongly and shows that, with a market which is becoming more and more limited each year, machinery is constantly taking the place of human labor, therefore, adding new members to the army of the unemployed who are competing for the few remaining situations, thereby reducing wages; that it needs a strong organized movement for shorter hours, thus giving more numbers employment, or we will soon have a larger number unemployed than there will be working.

Only last week the supreme court of Illinois declared the eight hour law unconstitutional, and here in Boston two different judges, within a short time, have reduced the jury verdicts to

plaintiffs to the tune of three or four thousands of dollars and have done this on their own responsibility, regardless of the fact that the jury said the plaintiffs should get just so much money. I think that we will soon be so much in the power of the money shark; that we will lose what little voice we have in the appointment of judges and even be refused the boon of that present questionable advantage of a jury trial. I am slightly under the impression that we have just a few too many lawyers and not enough workmen in the legislative and executive departments of the country. We get too much law and not enough common sense. The other day the counsel of one of our large New England railroads got up before the labor committee of the legislature in the final argument and grossly misrepresented facts. He told how legislation in favor of working people was working so much against the railroads that the profits were diminished thereby and people would not invest their money, when as a matter of record, by commissioners' report, the railroads had paid the largest average dividends in '94 that have been paid for nineteen years, notwithstanding the depression in business. I think matters of this kind should be earnestly discussed in each Division room, so that every Delegate to the Grand Division can have some idea what the boys want if the question comes before that body.

Boston, Mass.

"122."

Editor Railway Conductor:

This fine spring weather, coming after so much cold, snow and sleet, and the attendant struggle to keep warm, inspires me to say a few words to the Brothers. Being now a stranger in a strange land, I am not able to tell much about the boys, but can truthfully say I have found the western Brothers to be chips from the old block and up to date in their business. There is Bro. Lyle who is all right, but since he has been on local and rooming in the La Salle yards he is getting quite bald. What hair they do not knock off banging cars against the caboose Bro. Kintz breaks off with the fire shovel, as Jack is quite a tease when he comes into the office. Bro. Cain, who handles the west end local, is among the best of them, and has many friends in this region. We wish, however, he would not bring all Spring Valley in on 42, as it keeps the yard crew all their time separating them. Now, Bro. Cain, we do not disturb your slumbers until 4 a. m.; so please do not be so hard on us, and bring in a more reasonable drag so we can at least go on the spot before your man of more feet than weight comes looking for the bills. Bro. Straley, of the east end local, was under the weather a few days this month, but his

friends are glad to see him again on duty. Bro. Coffey has given up the suburban trains and is now on trains 3 and 4, between Rock Island and Chicago. Bro. Bell is still looking after the Two Johns, and says he feels good as long as his Man Friday takes a clean shave and keeps the coffee pot on the stove.

I am not able to say anything concerning my native Division, but as 160 has always been able to take care of herself and her members, I have no fear but she still keeps up her old record. I see that Bro. John Cavanaugh is raising dimes on the electric road in Wilkes Barre. I am glad to see him working, and hope he may have good luck. I cannot see why those Brothers who had situations insisted on being paid some of the money donated to the G. C. C. for some fifty of the Brothers who have not been able to secure places, and I fully agree with Bro. Clark in returning the money to the Divisions which donated it. It was a small amount for fifty men, and would have been nearly nothing for the 200 men who wanted a share of it. Let the Grand Division be as good as the other organizations and help the Brothers who are in need of it, and also help the Order and its Divisions that are located along the line of the Lehigh Valley. Help those good and true Brothers who stood by the Order when you needed them, for there may come a day when you will need them again. Remember they will do us more good when they belong to us than when they belong to the company. Now, Brothers, do not think I am agitating this question because I am one of the parties affected. All the Brothers can live without this money, and I guess I can too, for I began my career in this country with nothing and have held my own ever since.

LaSalle, Ill.

JAMES FINLEY.

Editor Railway Conductor:

In looking over the reports of the union meeting in Chicago I noticed the adoption of a resolution by Brother Cruely of Division 41, the substance of which is that no Division should allow itself to be represented in Grand Division by a delegate who is not a member of the Benefit Department. A resolution offered by Brother Condit of 40 was also adopted, the effect of it being that every member of the Order be compelled to become a member of the Benefit Department if he is physically qualified to do so, under penalty of expulsion. This looks like coercion by the members who have to carry insurance inasmuch as most of the old members who belong joined when it was optional to insure. It also looks like a money making scheme for the Department. If made compulsory, why not take in the weaker Brothers who are

most in need of assistance, if our Benefit Department is for that purpose, as it would indicate. It is also a slur at the old members who are the foundation of the Order, that they should not be allowed to attend Grand Divisions because they did not join this Department, it being optional. My first reason why insurance should be optional is that every man knows his own business best and is the best judge whether he can carry it conveniently. Second, many of our best members who joined when it was optional, have all the insurance on their lives they can carry, and many of them would give up their membership sooner than allow it to be a burden to them. I know some of them who cannot pay their legal debts for paying premiums on policies. Third, there is something radically wrong with this form of insurance, the assessment plan, where there are so many suspensions and expulsions, our membership would be very much larger only for this compulsory insurance. If it is for raising funds for Grand Division, levy an assessment for that purpose, and if it is for the benefit of the individual members, would not their condition be bettered by allowing them to insure at their own option? If a railway corporation has a benefit department, membership in which is compulsory upon the employees, the men are not slow to notice and resent, and at the Grand Division you will see many delegates who are not members of the Benefit Department and will oppose compulsory insurance. Our experience up here in Canada is that it is a detriment to the Order.

North Bay, Ont.

H. DREANY.

Editor Railway Conductor:

Britton Division 138 is still in line. The Brothers are becoming more punctual and prompt in attending Division meetings and this is as it should be. Every Brother who possibly can should avail himself of that opportunity. A good attendance puts more spirit and life in the Division and makes our officers feel as if their efforts to make everything pleasant and to have a good Division were appreciated. We should therefore give the Division our presence at every available chance and not wait until we need assistance and then attend. There is no one more capable to attend to our business and interests than ourselves. Brothers, our meetings are held the second and Fourth Sundays of every month at 9 a. m. and on other Sundays at 2 p. m. When I say Brothers, I mean visiting Brothers as well.

We have had all the business, both freight and passenger, we could handle in the past three months and our efficient corps consisting of Brother J. P. Newell, general yard master, and

Brother M. S. Sweeny in charge nights, have kept the yards here in first-class shape. When you struck the yard limits (instead of lying out side from three to four hours—yard blocked) the semaphore was down and in the yard you would go. We have a first class set of officers here in P. C. Sneed, superintendent, and W. J. Sharp, train-master, and if any of the Brothers have a grievance you can rest assured it will be treated with respect, courtesy and impartiality.

Brother Long, more familiarly known as "Shorty," has resigned to accept a position with the Nickel Plate. Brother Hayes, a member of this Division and formerly a conductor on the Nickel Plate, has been promoted to depot master in Chicago for the same company.

Prospect Division, L. A. to O. R. C., is prospering here and doing good work. There is one thing I would suggest, that they either take the shoes off their goat or buy a new carpet. B. & O.

Garrett, Ind.

Editor Railway Conductor:

Union Division No. 13 is in a flourishing condition, and with the very efficient officers elected, I see no reason why the present year should not be one of the most prosperous we have ever had. We have three large systems of railroads running through here, and it is the terminal for a great many train men. This gives us a chance to have a first class Division, which we certainly have, and I hope to see many new faces in our ranks before another year rolls around.

Some of our Brothers have been, and some are at present indisposed. Brother Fidler has been laid up with a heavy cold but is now working. Brothers F. Abbot and Mackenzie have been off on account of lame knees. Brother Alex Smith had his face severely frozen during the blizzard. Brother Cowley is acting as train master during the absence of Mr. T. E. Scott, who has gone south for the benefit of his health.

Business has been pretty brisk during the past two months, and most of the men who were laid off during the dull times are at work again.

A great deal of trouble was experienced during the heavy storms and cold weather this winter, which caused the company to run lighter trains, thus helping to keep us busy.

I heartily endorse W. G. T. of Richmond Division in his wish that Sunday meetings will not always continue, and that the time may come when the O. R. C. directory will show no meetings held on that day. Now, I think if a person has any time on the Sabbath to spare, that time should be spent in his home with his family. A railroad man sees but very few days that can be spent in his home

and as the rest of the family are more likely to be home on Sunday he can have more pleasure with them by having that day free. Not only that, but there are men who will not attend Division on Sunday because they do not think it is right, and these Brothers are entitled to some consideration. They are just as good members as any and have the good of the Order at heart, but their consciences tell them that it is not right to meet and transact business on the Sabbath. There is another point to look at; it is this. Is it legal to transact business on the Sabbath? We certainly do transact business on that day, and if I am not mistaken all such business is illegal.

Some will say it is more convenient for members who have certain runs. Very true, but could not these same members attend some evening during the week as well as on Sunday? Generally speaking, I think they could. Now, Brothers, let us think this matter over and see if we cannot take the first step in abolishing Sunday meetings and set other railway orders an example.

St. Thomas, Ont.

UNION NO. 13.

Editor Railway Conductor:

Pine Tree Division No. 66 held a meeting by dispensation at Waterville, Me., on the 17th ult., at which time four members were admitted. The work was done by the officers of 66 and in a highly creditable manner. The genial face of Brother Fred S. Ring was missed from this meeting, he being at home nursing a dislocated shoulder and broken arm the result of an accident while boarding his train at South Paris. Many inquiries were made for him at the meeting and all hope for his speedy recovery.

While we were busy with our work, the wives of the members who happened to be present held a meeting in the parlors of the Elmwood hotel preparatory to forming a Division of the Auxiliary. About thirty of the ladies signed a petition to the Grand President for a charter, the organization to be known as Hand in Hand Division and to be located at Portland, Maine. When the meetings were adjourned all took partners for the grand march to dinner at the Elmwood hotel. It proved to be a veritable feast, served in Landlord Judkin's best style, and was thoroughly enjoyed. The Portland contingent then boarded their train under conduct of Brother G. L. Barbour and arrived home safely, having passed a pleasant day.

Portland, Me.

"C. C. B."

Editor Railway Conductor:

Here I am far behind my schedule. "Sorry," did you say? Yes, indeed; very sorry. But pardon me. I came in without a pilot and over entirely

new road, and oh! such a train. Just glance at my consist, if you please, and imagine a Brother on a trial trip with a train of this kind.

By timely assistance of kind hearted Brothers I have escaped many serious delays. I am aware the most difficult part of the road still lies before me, but a Brother told me a faint heart would not lead to accomplishment and something about God hating cowards, so I have concluded to continue my journey to the end. My intentions are all they could be, my aim is high and true and mingled with inspiration to the extent that I may base my highest hopes thereon, and by the aid and good will of that supreme Dispatcher, I will try and reach Cedar Rapids on time.

Brothers, please do not permit the mistaken idea to gain possession of your minds for one moment that 36 is anything like dead, for she is as wide awake as any Division on the list. She has not been heard from much of late, 'tis true, but she has only been lying dormant for a time, she will bloom with the flowers of spring. We earnestly hope that any Brother who chances to stray this way will stop in and partake of the petals of kindness, friendship and love that are constantly showering from her great blossoms of fidelity, justice, charity and perpetual friendship. I pause to invite your attention to the officers of Division 36, believing it will insure satisfaction in the minds of all who know them that old 36 is being conducted on the proper plan and with the proper care. Harry Hart is our C. C. Everybody knows Harry and knows he's all right and so do we. Harry was C. C. last season and succeeded himself. Thirty-six knows when she has the right man in the right place. Harry is a veteran with the gavel and has done much for 36 and its members, many of whom owe their positions to him. Brother T. F. Hollis is our A. C. C. and is on his second term as such. Brother Ira Collins is also serving his second term as secretary and treasurer. Brother W. A. Black is our S. C. C. and is running out of Pueblo on the Missouri Pacific. Brother B. J. Marlow is our J. C. C. and is running train on the A. T. & S. F. out of Pueblo. Brother W. H. Shropp is our I. S. S. and Brother H. Dressaker O. S. S.

Brother W. J. Weir is our delegate and is a dandy. He is at home among the ladies and is a bright, able speaker. The members of 36 feel confident they will be ably represented at the convention, where we are sure he will make many friends by his bright smiles and winning ways. The little "yaller gals" of Atlanta will have occasion to say "sit still my heart, sit still," when they look upon Brother Wier's handsome face. Brother Geo. A. Taylor is alternate and is a good man.

No doubt many of the delegates will miss George as he was our Delegate at the last convention and ably represented us and made many friends while there. Several ladies have been asking about Brother J. H. Propst of late, and it may not be out of place for the Brothers to tell all enquiring friends of Brother Propst that he is handling the punch on the Coal Creek branch.

Brother P. J. Lane, one of our handsome passenger conductors on the Cripple Creek railroad, happened to be running the train that was held up and robbed on the 23d ult., when all the passengers, also Brother Lane, were relieved of their money and valuables. Brothers Herrington and Garrett have the two mixed runs between Pueblo and Trinidad. Most all trains on the D. & R. G. R. R. are manned by O. R. C. men. I only know of one or two exceptions, those being in passenger service out of Denver. The L. A. to O. R. C. here have a good Division, which is steadily increasing in membership and doing much good. Pardon me, Mr. Editor, I most forgot to state that we have a good wide awake and energetic Legislative Committee, consisting of Brothers J. W. O'Connor, W. J. Weir and W. M. Zimmerman. They are all well posted and good speakers and we believe will accomplish much good for the Order. Brothers, may we each and all keep ever in mind our motto and the principles of fidelity, justice and charity in P. F. ever dwell with and bless you.

Pueblo, Colo.

JAS. F. OWENS.

Editor Railway Conductor:

In the February number of THE CONDUCTOR the death of Brother Ira Jones' wife was announced and today it was our sad duty to place Brother Jones by the side of his wife, he having died at the hospital in this city on the 31st ult. By his death three small children are left doubly orphaned and dependent upon an aged grandmother who is unable to provide for them. Brother Jones was at one time a member of the Mutual Benefit Department, but unfortunately allowed his assessments to lapse about the middle of last year. The payment of a few dollars additional would have enabled him to leave his children in comfort, at least until they could look out for themselves. There should be a lesson in this for every member of our Order. Remember, Brothers, that you have duties beyond the present moment, and first of these is to provide against such misfortunes as the one in question by taking membership in the Benefit Department and keeping the assessments promptly paid.

Elmira, N. Y.

"C. E. S."

Editor Railway Conductor:

There has been quite a change in the management of the Ohio River Railroad in the last

THE RAILWAY CONDUCTOR.

month on account of the death of our beloved President, Geo. W. Thompson, which occurred the latter part of February. Mr. Geo. A. Burt, a most highly esteemed gentleman of New York, has been elected vice-president and general manager. Capt. W. W. Wickham, one of the knights of the punch, has been appointed trainmaster, effective April 8th. Capt. Wickham is very popular, and the boys are very glad to see him get the deserved promotion. Capt. Wm. Dils, who has been yardmaster at Parkersburg for the past two years, will take Capt. Wickham's run on passenger. All the boys are contemplating a grand turnout to our first annual ball, to be given at Progress Hall, Monday evening, April 15th. The number

of tickets sold will run up in the hundreds. It is extensively advertised. All the cabooses on the road have huge cards tacked on the end or sides with gorgeous advertisements on. We expect visitors from all the cities and Divisions in this section of the country. The supper will be given by Pride of the Brotherhood L. A. to B. R. T. Lodge, No. 77. They promise us a fine supper. The principal features of the ball will be the presentation of a fine lantern to Bros. Morehead or Newlon, who are running on the voting process for it. Also a beautiful silver card platter to the most popular young lady; and also a beautiful gold emblem of the Order to the Brother selling the largest number of tickets. W. E. HENDERSHOT.
Parkersburg, W. Va.

DELEGATES AND ALTERNATES TO GRAND DIVISION, 1895.

DIV.	DELEGATE.	ALTERNATE.	DIV.	DELEGATE.	ALTERNATE.
1	Chas. H. Warren,	Wm. Kilpatrick	50	John J. Bolger,	Wm. E. Shaver.
2	S. H. McDonough,	A. Keating.	51	Jas. S. Benson,	T. S. Minary.
3	Dell Robinson,	John J. Murphy.	52	T. Welch,	I. B. Cole.
4	F. M. Landon,	C. Agan.	53	A. L. Dain,	W. S. Oldham.
5	A. E. Rutter,	J. A. Connor.	54	C. F. Heitzman,	C. E. Hicks.
6	H. W. Mathews,	C. W. Shauman.	55	W. Welsh,	W. D. Van Bergen.
7	J. E. Archer,	E. S. Heffernan.	56	J. C. Sheldon,	G. H. Ellsworth.
8	J. D. Shults,	W. H. Godfrey.	57	Wm. R. Bell,	S. Bogert.
9	J. H. Stowell,	J. T. Walsh.	58	W. D. Francis,	J. A. Hartman.
10			59	F. F. Evans,	Clarence Johnson.
11	E. F. Elliott,	George Ross.	60	J. W. Mallory,	S. J. Lovitt.
12	Martin Devaney,	S. J. Finnerty.	61	E. H. Thomas,	John Dunden.
13	J. Mackenzie,	Henry Abbott.	62	E. Bigelow,	F. E. Stevens.
14	C. P. Hodges,	O. N. Pomeroy.	63	A. Beers,	Paul Meredith.
15	H. C. Iles,	J. D. Hamilton.	64	F. C. Wagoner,	Geo. Hedges.
16	Wm. Wiley,	A. Douglas.	65	W. H. Mathewson,	M. H. Dorsch.
17	A. Riley,	W. R. Hill.	66	W. Sprague,	S. S. Cahill.
18	Asa Wilder,	E. Garlick.	67	J. D. Hays,	W. M. Andrus.
19	J. T. Wishart,	W. D. Anderson.	68	Wm. F. Frenz,	C. E. Hallisy.
20	S. E. Hughes,	W. H. Moulton.	69	A. Prickett,	J. W. Keller.
21	J. B. Rutherford,	L. H. Wright.	70	Charles Oder,	Ed. Moore.
22	F. Brainard,	C. B. Coleman.	71	W. H. Brittingham,	R. B. Coleman.
23	S. E. Miller,	E. M. Sutzinger.	72	M. S. Walsh,	F. M. James.
24	E. H. Kleeke,	John Keefe.	73	J. H. Van Vleck,	L. M. Robinson.
25			74	A. E. Hughes,	Dan O'Brien.
26	A. E. Kline,	B. O. Smith.	75	E. Mundy,	E. Townsend.
27	R. Darche,	E. Connors.	76	W. H. Turner,	T. C. Worthington.
28	W. J. Brownson,	J. W. White.	77	J. L. Burd,	B. F. Blount.
29	D. Hopkins,	A. Bannerman.	78	A. E. Hodges,	A. W. Sims.
30	S. M. Van Deren,	H. H. Washburn.	79	Geo. W. Hemphill,	W. W. Carroll.
31	E. M. Corwin,	W. E. Forker.	80		
32	G. A. Thompson,	T. B. Hewitt.	81	Chas Ireland,	L. J. Golden.
33	N. J. Oakes,	J. A. Perry.	82	Jerry Mullen,	C. M. Joss.
34	C. B. Cooke,	W. O. Durbin.	83	D. S. Hecker,	O. N. Marshall.
35	H. T. Rice,	N. R. McBride	84	H. P. Ward,	W. C. Kelly.
36	W. J. Weir,	G. A. Taylor.	85	Chas. Wotlington,	C. H. Richardson.
37	Saml. Phipps,	L. P. Titus.	86	M. Pogarty,	N. P. Curtice.
38	E. J. Cavanaugh,	H. Case.	87	M. V. Shaver,	J. E. Krichbaum.
39	F. A. Maloy,	W. L. Hance	88	J. S. Telfair,	Geo. A. Helm.
40	J. D. Condit,	M. N. Goss.	89	J. C. Harrison,	H. C. McKenney.
41	G. D. Cruely,	A. P. Daforth.	90	M. J. Hanson,	J. M. House.
42	C. C. Hatch,	Chas. Phillips.	91	R. W. Jamison,	C. R. Miller.
43	C. H. Ames,	Clark Tefft.	92	W. J. Strang,	L. L. Helmer.
44	J. L. Kissick,	G. W. Thornberg.	93	J. A. McGonagle.	N. A. Ross.
45	W. Hill,	W. C. Gurney.	94	Geo. E. McClure,	H. H. Hale.
46	P. W. O'Neil,	R. O. Jeard.	95	C. E. Pope,	F. M. Washburn.
47	J. Fahey,	W. G. C.	96	B. F. Reynolds,	A. G. White.
48	John H. Cole,	D. F.	97	A. J. Fell,	W. E. S. Gibson.
49	W. A. Sours,	M.			

DIV.	DELEGATE.	ALTERNATE.	DIV.	DELEGATE.	ALTERNATE.
98	R. L. Butt,	W. T. Dillard.	168	J. L. Boyer,	W. R. Flook.
99			169	W. P. Lawrence,	John Nicholson.
100	C. E. Ragon,	T. J. Hickey,	170	L. E. Sheppard,	J. P. Ancker.
101	J. W. Mansfield,	E. G. Johnston.	171	D. O. Gibbs,	E. S. Herrick.
102	E. W. Johnston,	F. Tomlinson.	172	Wm. Bowen,	W. H. Weston.
103	G. W. Hardesty,	O. M. Lemon.	173	C. O. Green,	J. B. Wyman.
104	J. E. Brazee,	J. Lynch.	174	Geo. L. Duffield,	L. J. Jones.
105	R. E. Harris,	A. J. Teter.	175	W. B. Learnard,	W. E. Blount.
106	F. W. McKee,	F. A. Bledsoe.	176	J. D. Carlton,	P. J. McGannon.
107	Wm. A. Fox,	John A. Conly.	177	P. B. Bowers,	H. R. Bowden.
108	W. Quinn,	T. J. Jewett.	178	W. H. McGraw,	C. J. McCormack.
109	R. E. Crowley,	D. Hassinger.	179	A. J. Rader,	W. W. Proctor.
110	J. W. Hamilton,	H. S. Coats.	180	J. W. Humphries,	C. V. Rainey.
111	E. T. Haggin,	J. W. Trippen.	181	T. A. Brown,	E. K. Brewster.
112	C. C. Davis,	Wm. Wamsley,	182	F. A. Birdsall,	Wm. McKein.
113	C. P. Mooney,	F. D. Sughrua.	183	M. M. Sayre,	S. M. Taylor.
114	Geo. E. Vance,	John Walters.	184	S. C. Buster,	C. E. Pugh.
115	W. V. Stafford,	J. T. Marr.	185	John D. Riggs,	P. H. Norris.
116	E. E. Haddix,	W. J. Wright.	186	R. W. Arnold,	Geo. Lumpkin.
117	Geo. M. Miles,	C. E. Fitzgerald.	187	G. P. Amerman,	W. H. Shafer.
118			188	Ed Mulligan,	H. H. Wheeler.
119	J. F. Brice,	W. C. Smith.	189	J. Hamilton,	S. F. Pierce.
120	A. C. Abbott,	Wm. Drake.	190	Z. C. Martin,	J. L. Newton.
121	M. H. Markey,	J. R. Hinman.	191		
122	C. D. Baker,	Robt. A. Murray.	192	F. Hartenstein,	E. C. Martin.
123	R. Flournoy,	T. K. Hunsaker.	193	W. H. Miller,	D. W. Young.
124	Geo. Allen,	E. A. Soper.	194	J. F. Doan,	W. T. Thiehoff.
125	D. C. Anderson,	F. S. Baals.	195	W. S. Servoss,	D. C. Halsey.
126	P. E. Dunbar,	W. R. Cahill.	196	Geo. Marchmont,	J. L. Baker.
127	Z. Hamer.		197	C. A. Collins,	W. J. Flynn.
128	E. D. Woodmansee,	J. R. Brophy.	198	F. H. Newton,	J. M. Morrill.
129	Chas. Scanlon,	Thos. Summertown.	199		
130	E. Reynolds,	E. McKenna.	200	F. M. Brown,	J. P. Seeley.
131	W. H. Dodge,	J. J. Nells.	201	W. H. Hughes,	M. S. Simcox.
132	T. F. Roberts,	Ben Graf.	202	J. J. McMannus,	D. B. Jones.
133	J. C. Willett,	M. P. Grudy.	203	W. J. Dickson,	J. J. Dailey.
134	C. K. Dryden,	F. C. Fess.	204	Robt. H. Tideman,	I. G. Happersett.
135	A. R. Dye,	C. O. Sims.	205		
136	T. J. Fisher,	W. T. Crawford.	206	E. D. Roberts,	P. Haly.
137	A. J. Scow,	F. C. Gow.	207		
138	J. L. Elder,	J. P. Newell.	208	S. C. Gilbert,	Geo. W. Gruber.
139	T. S. McLean,	Chas. G. Kinzel.	209	W. H. Jones,	E. H. Lee.
140	J. R. Hardy,	A. A. Riddleberger.	210	S. C. Blankenship,	F. T. Blanchard.
141	I. N. Miller,	J. M. Corey.	211	W. J. Walters,	John Birmingham.
142	John N. Marks,	John H. Sullivan.	212	R. P. Moore,	E. R. Slade.
143	T. B. Gilliland,	W. D. Gibbons.	213	J. B. Blakesly,	E. P. Herlehy.
144	Robt. Kern,	A. P. Shaffer.	214	W. Crockett,	Y. C. Campbell.
145	J. W. Cantier,	W. E. Peters.	215	C. K. Robb,	F. A. Tompkins.
146	F. W. Barnes,	Jas. Fitzgerald.	216	E. J. Werden,	J. W. Reed.
147	John Mahan,	C. R. Getzinger.	217	W. J. Burke,	W. R. Patton.
148	J. A. Stone,	R. B. Stegall.	218	W. H. Wright,	Jules Bacot.
149	W. D. Neff,	G. B. Harris.	219	J. C. Johnston,	John Wade.
150	F. E. Green,	F. E. Tewksbury.	220	F. G. Pierce,	W. P. Foote.
151	J. Lopp,	C. J. Myers.	221	T. P. Ross,	R. W. Moore.
152	Jas. E. Puller,	Geo. Wright.	222	J. W. Moreland,	J. C. Riddell.
153	W. J. Zerbey,	D. J. Dugan.	223	E. E. Entler,	D. McGinnis.
154	J. R. Snyder,	M. W. Scanlon.	224	J. Allison,	C. F. Sherbourne.
155	G. W. Wood,	M. J. McCormick.	225	O. W. Stevens,	T. B. Holmes.
156	D. B. Robbins,	A. C. Lowm.	226	Paul Johnson,	W. H. Ransom.
157	A. H. Brown,	D. Webb Sanborn.	227	O. Steele,	O. S. Ward.
158	A. A. Davis,	Geo. W. Mays.	228	W. F. Speer,	H. C. Roberts.
159	W. C. Bradley,	B. Tom Smith.	229	R. W. Smith,	J. M. Bryan.
160	John H. Baldwin,	Jas. H. Keithline.	230	J. S. Harris,	T. P. Freeman.
161	E. L. Green,	B. L. Taft.	231	W. H. McIlwaine,	C. N. Bell.
162	Geo. W. Lewis,	W. W. Terry.	232	H. A. Shaffer,	A. F. Stedman.
163	A. W. Dickerson,	T. T. Caldwell.	233	Jas. Hayes,	Wm. Corbett.
164	J. Sterling,	Wm. Boylson.	234	T. S. Brady,	J. T. Compton.
165	E. B. Sprague,	J. J. Keevil.	235	G. G. McCarty,	F. A. Reed.
166	S. F. Moore,	P. M. Harris.	236	T. J. Kelley,	P. J. Needham.
167			237	C. D. Balcom,	M. J. McLaughlin.

THE RAILWAY CONDUCTOR.

DIV.	DELEGATE.	ALTERNATE.	DIV.	DELEGATE.	ALTERNATE.
238	H. S. Earll,	A. F. Scott.	306	Jas. Hayhoe,	R. J. Brown.
239	J. R. Carmichael,	J. W. Throckmorton.	307	O. Freeman,	H. A. Boyd.
240	Jas. E. Connell,	Chas. A. Sunburg.	308	C. O. Evans,	John A. Scott.
241	Wm. L. Perce,	Loyd T. Brannon.	309	D. H. Hare,	A. Kuhns.
242	J. H. Hughes,	H. Dreany.	310	T. E. Buckley,	W. H. Scholes.
243	M. B. Miles,	John Doudell.	311	E. L. Wheatley,	Geo. A. Groom.
244	J. V. Russ,	W. H. Tuttle.	312		
245	J. C. Minor,	Van Thorp.	313	Robt. Duncan,	C. S. Guthrie.
246	L. E. Pratt,	R. D. Wilcox.	314	L. C. Stevenson,	I. W. Morrow.
247	F. E. Harrington,	H. F. Barrett.	315		
248			316	J. Brown,	E. Hemingway.
249	J. W. Stamper,	J. B. W. Johnston.	317	C. C. Ross,	J. J. Carroll.
250	G. W. Hardin,	P. H. Byrne.	318	T. S. McBee,	W. W. Barber.
251	E. B. Lynch,	W. W. Olcott.	319	F. V. Falls,	F. A. McCorkle.
252	David Daley,	W. H. Hall.	320	G. E. Robinson,	John Higgins.
253	J. B. Carlin,	T. Kennedy.	321	C. H. Hasell,	C. M. Hitchens.
254	S. W. Merrill,	B. F. Haselton.	322	M. D. Felkner,	Geo. W. Calkings.
255	R. C. Becker,	T. R. Flett.	323	Jas. Shannon,	Wm. Connolly.
256	G. W. Bartholomew,	B. B. Smith.	324	W. E. O'Connor,	C. Heck.
257	E. J. Clark,	R. S. Boyle.	325	E. A. Evans,	F. J. Roberti.
258	B. J. Gilshannon,	J. D. Knox.	326	O. Irwin,	F. Minihan.
259	W. I. Bush,	C. E. Hill.	327	F. O. Green,	J. W. Griffing.
260	H. F. Brennan,		328	W. S. Wilkins,	G. T. Joslyn.
261	J. F. Wilson,	Fred Brooks.	329		
262	W. D. Davis,	T. F. Guilfoyle.	330	F. C. Hanum,	H. W. Hedgecock.
263	J. M. Shertzer,	J. H. Casson.	331	Jas. A. Rowan,	D. C. Mowery.
264	W. S. Witherspoon,	C. S. Guthrie.	332		
265	W. R. Smith,	John Shannahan.	333	J. B. Crispin,	M. T. Cummings.
266	J. G. Farnham,	W. E. Hunter.	334	A. B. Keyes,	C. W. Legerton.
267	Jas. W. Stewart,	A. B. Forrest.	335	J. T. Woodbury,	C. R. Conant.
268	A. W. Bell,	J. C. Cunningham.	336	J. C. McGreary,	D. O. Dailey.
269	W. B. Mann,	Jas. Casey.	337	Thos. J. Henrix,	A. C. Wilson.
270	Jas. C. Morris,	F. J. Phelps.	338	R. H. Reeves,	Frank Kelley.
271	H. A. Wells,	J. T. Alderman.	339	W. J. Clark,	G. A. Sloan.
272	S. Bywater,	O. B. Brigham.	340	John Cahill,	J. A. Jackson.
273	Ed. Nichols,	J. S. Veeder.	341	A. B. Young,	F. Vincent.
274	J. M. Elliott,	F. H. Pease.	342	A. D. Lee,	J. J. Barnes.
275	P. A. O'Connor,	T. H. Foley.	343	E. W. Sumpter,	G. E. Tucker.
276	W. J. Aurand,	C. E. Tyler.	344	E. Seller,	H. Doyle.
277	C. L. Mosby,	M. C. Savage.	345		
278	Wm. Rees,	W. J. Conley.	346	P. J. McCormick,	J. O. Geller.
279	Wm. H. Wilde,	Thos. Kane.	347	A. P. Canfield,	A. H. Clark.
280			348		
281	J. F. Redman,	W. N. Herrold.	349	C. B. Armes,	A. W. Bethell.
282	A. H. Sterns,	J. M. Hoziea.	350	D. Stewart,	J. Ganter.
283	I. O. Wilkinson,	R. Prickett.	351	Mc. C. Johnson,	D. W. Mahoney.
284	W. J. Matthews,	J. O. Lewis.	352		
285	Geo. McGilvey,	C. J. Morrow.	353		
286	D. McKenzie,	A. E. Wideman.	354	C. S. Grant,	Geo. N. Sheets.
287	S. W. White,	L. F. Gifford.	355	Alex. McDonald,	Thos. Pegg.
288	R. W. Moore,	O. W. Loving.	356		
289		C. O. Hallett.	357	J. B. Reid,	W. D. Gilchrist.
290	J. H. Costello,	A. G. Owsley.	358	A. M. Struble,	T. K. Campbell.
291	H. H. Hoffman,	W. S. Newman.	359	Chas. Miller,	A. J. Hoagkamp.
292	W. H. Budd,	D. E. Hilgartner.	360		
293	S. H. Herbeson,	M. P. Crossett.	361	L. S. Wilson,	H. P. Woods.
294	H. C. Gray,	T. F. Garvin.	362	H. A. Campbell,	F. A. Staples.
295			363	J. C. Aid,	J. K. Hutchison.
296			364	Wm. M. Castle,	C. C. Pratt.
297	J. H. Arnold,	H. Artman.	365	F. P. Fair,	
298	A. E. Clift,	E. H. Baker.	366	W. C. Wright,	T. Parsley.
299	Wm. Lipsett,	A. N. Ridenour.	367	John Warren,	M. McCarthy.
300	Jas. A. Corey,	Frank N. Pope.	368	Thos. Moore,	J. B. Dehoney.
301	R. J. Montgomery,	J. H. McGinniss.	369	G. H. Bailey,	J. W. Wilson.
302	B. H. Strong,	S. B. Condon.	370	J. H. Casavant,	A. C. Jolles.
303	J. T. Waterhouse,	S. M. Mathers.	371		
304	J. A. Hawkins,	B. B. Ford.	372	J. J. Bresnahan,	J. C. King.
305	A. P. Nash,	F. D. Seeley.			



Carrier of Passengers—Exemplary Damages—Ejectment—Ratification of Conductor's Act.

In an action to recover damages the court on appeal, *held*, that where a passenger, aided and abetted by the conductor, used excessive force in removing another passenger from the train, the company is liable for the resulting injuries. Where a railway company ratifies the malicious act of its conductor in removing a passenger from a train with unnecessary force, it is liable for exemplary damages.

International & G. N. Ry Co. vs. Miller, Tex., S. C., Dec. 9, 1894.

Carriers of Passengers—Contract—Reasonable Regulations.

It is a reasonable regulation for a company operating direct, and indirect and circuitous, lines of road between two points, to require that through passengers; traveling upon a simple contract to carry from one point to another, should go by the most direct route.

Church vs. Chicago, M. & St. P. Ry. Co., S. Dak. S. C., Jan. 6, 1895.

Carrier—Injury to Passenger.

Where a passenger on a train, who has been carried beyond his place of destination by reason of his being asleep, unknown to the carrier, when notice of the place was given, and the train stopped, is injured by his jumping from the train while it is in motion, being advised by a brakeman that it was not dangerous to do so, the carrier is not liable, as the giving of such advice is not a duty delegated to brakemen.

Missouri, K. & T. Ry. Co. vs. Perry, Tex. S. C., Jan. 6, 1895.

Carriers—Palace Car Companies.

Plaintiffs, having tickets for passage over a railroad, purchased from palace car company a ticket for the drawing-room of one of its cars, part of a railroad train going to their destination. Before arriving there the car was turned back by the railroad officials, because of a washout on the road, and plaintiffs were ejected from the car by order of the conductor of the train. By contract be-

tween the palace car company and the railroad company, the drawing room was operated and controlled by the railroad company. *Held*, that plaintiffs could not recover damages from the palace car company as for breach of contract to convey them to their destination, that company not being a common carrier of passengers for hire, and having made no contract to carry; its obligation being only to accommodate them with the drawing room in its car so long as the carrier would convey it.

Dewald vs. Pullman Palace Car Co., U. S. C. of App., Dec., 1894.

Insurance Decisions—Benefit Associations—Corporate Power—Endowment Business—Right to Conduct.

1. A law (How. Stat. c 118) authorizing not less than five persons to incorporate to secure to the family or heirs of a member on his death a certain sum of money by assessment on the members, or to secure in the same manner a certain sum, weekly or monthly, to a member disabled by sickness or otherwise—*Held*, that a fraternal beneficiary association organized under such act was not authorized to conduct an "endowment insurance" business.

2. Pub. Acts 1893, defines fraternal beneficiary associations, and provides who may be beneficiaries, and how such associations may be organized, and, further provides that all such associations, organized under the laws of and now doing business in the state, shall be considered duly organized, and "may continue such business," provided they comply with the requirements of the act as to the annual reports etc. *Held*, that such act does not authorize a fraternal beneficiary association organized under laws 1869 which has been unlawfully conducting the business of endowment insurance, "to continue to do business by complying with the requirements as to reports," etc.

3. The constitution of a fraternal association provided that it might issue endowment or life certificates, not exceeding \$250 each, payable in 100 months or on total disability or death; and that, when there was a sufficient sum in the ma-

turity fund, the lowest serial number of the endowment certificate might be retired. *Held*, that the sum provided by such certificate to be paid was an endowment fund.

Walker vs. Giddings, Mich. S. C., Dec. 22, 1894.

Note.—This action was to compel the insurance commissioner to issue the association a certificate of authority to do business in the state. The petition was denied and judgment of ouster must follow.

Mutual Insurance—Death by Shooting—Violation of Law.

1. Under a policy providing that the insurance shall not extend to injuries received in consequence of violating the law, the fact that the insured was killed in a difficulty soon after leaving a bawdy house, and while he was carrying concealed weapons, does not prevent a recovery, it not appearing that his death was the natural result of either his visit to the house or the act of carrying the weapon.

2. The fact that the insured was killed immediately after leaving a bawdy house does not prevent a recovery under a policy providing that the insurance shall not extend to injuries due to an "unnecessary exposure to danger."

Jones vs. Mut. Acc. etc. Ins. Co., Iowa S. C., Dec. 15, 1894.

Mutual Benefit Insurance—Construction of Certificate and Articles.

1. *Held*, that the words "legal representatives" in a life insurance certificate construed as meaning heirs or next of kin, and not executors or administrators.

2. *Held*, that the articles of association of the defendant, (a corporation organized under the laws of 1885) authorize mortuary assessments on the certificate holders *only upon death losses that have already actually occurred*.

Schultz et. al. vs. Citizen Mut. Benefit Assn. Minn. S. C. Dec. 7, 1894.

Mutual Benefit Insurance—Age of Person Named—Evidence.

1. Certificates of baptism and marriage, by a priest, which do not purport to be authentic copies of such register, are not admissible on the question of the age of the person named in the certificates.

2. In an action on a benefit certificate which was made payable to plaintiff when issued, and the beneficiary of which could not be changed by the assured by will or otherwise, the declarations of the assured, after the certificate was issued, that she had misrepresented her age, are not admissible. Plaintiff's judgment affirmed.

Tessman vs. S. C. of the United Friends of Michigan, Mich. S. C., Dec. 18, 1894.

Accident Insurance—Disability—Question for Jury.

1. In an action on a policy of accident insurance, where the company set up a contract to accept a weekly payment for a certain number of weeks in discharge of the claim, parol evidence is admissible to show that plaintiff could not read or write, and placed his mark on the proofs, of loss without knowledge that they contained such contract, and that he afterwards refused to sign a receipt in full when the sum of such weekly payments was paid to him.

2. It is for the jury to determine whether a total loss of three fingers and a part of another on the same hand, destruction of the joint of the thumb, and a cutting of the hand is a loss of the hand, "causing immediate, continuous, and total disability," within the meaning of the clause in a policy of accident insurance.

Lord vs. American Mut. Acc. Ass'n., Wis. S. C., Dec. 11, 1894.

NOTE.—The jury found that the injury occasioned a total loss of the hand, and this court affirms it.

Change of Beneficiary—Impress, Trust—Hearsay Evidence.

1. When an assured has possession of his certificate of insurance, and it is within his power, within the stipulations contained therein, without the consent of the beneficiary named in such policy, to return the certificate to the insurer and obtain from it another, naming another beneficiary, such first beneficiary has no vested interest in the certificate until the death of the insured, and, prior to his death, she has merely a revocable or determinable interest in it.

2. The beneficiary has power prior to the death of the assured, by agreement to create an equity or a trust, which will attach to the money realized from the insurance certificate the moment that she becomes the recipient of it, such trust is impressed upon the money, and the agreement will control the action of the beneficiary in respect thereto until the object of such agreement be accomplished.

3. In an action by the heirs at law and next of kin of a decedent, against the beneficiary named in the certificate of decedent's life, to obtain an adjudication that such beneficiary holds the money received by her on such certificate as a trustee for the benefit of the plaintiffs, the evidence of what one of the plaintiffs stated, to the defendant, that the deceased had told her, if relevant, is competent evidence, but does not prove or tend to prove that the deceased said what such plaintiff stated to the defendant he had said.

Hirsh et. al. vs. Auer, N. Y. S. C., July 1894.



The April *Review of Reviews* contains an admirable resume of the work attempted the present season by the various municipal reform organizations in Chicago, Boston, Philadelphia, New York, Albany, Baltimore, Detroit, Washington and other American cities. The *Review's* conclusions are optimistic. It is convinced that there is a long, hard pull ahead for the reformers, but believes that they are bound to win in the end. Portraits of the leaders in the different civic reform movements accompany the article.

The second installment of President Andrews' narrative of the events of "The Last Quarter-Century in the United States," which appears in the April *Scribner*, is even more interesting than the first. It tells how Greeley came to New York with only \$10 in his pocket; how he toiled for \$6 a week; borrowed \$1,000 to start the *Tribune*, sunk nearly half in less than a week, but finally made it an assured success; how he became bondsman for Jefferson Davis; how there grew up an antipathy between him and Grant; his nomination for president, etc., etc.

Experience has demonstrated that efforts of the physician are seldom crowned with success, when, foreseeing misfortune, he tries to prevent or simply to postpone a marriage. He succeeds sometimes, however, but if he has not interfered in time, or if his advice has not been followed, he should not allow himself to be discouraged, but remember, on the contrary, that superior interests impose upon him the duty to prevent, as much as may be in his power, the consequences of a union the fruits of which might be a useless charge to, or even a dangerous element of society. There again is a circumstance wherein the physician may, as the intimate counsellor of the family, fulfill a great social function, and his life shall not be useless if he has been able to contribute to the purification of the race wherein shall be incarnated in future generations the soul of the nation. From "The Physician and the Social Question," in *North American Review*.

The bust of the famous scout that surmounts

the sandstone monument erected over his grave has been shamefully mutilated by relic hunters. Immediately under the bust are chiseled the words, "Wild Bill." Under these is a brace of pistols. On a scroll is the inscription, "J. B. Hickok, died August 2, 1876, by pistol shot, aged 39 years. Custer was lonely without him." Below the inscription stands out in large ragged letters the name, "Wild Bill." This man was a distinct type of the western life of that day. Wild, reckless and warm-hearted withal, he possessed an irresistible attraction for the rough, generous men who surrounded him, and when finally, he met his death at the hands of a cowardly assassin, there was scarcely a man in the hills who did not feel personally bereaved.—"A Trip to the Black Hills," in the *Midland Monthly*.

Aside from their deep scientific import and their wondrous fascination as a spectacle, such effects point to many new realizations making for the higher welfare of the human race. The transmission of power and intelligence is but one thing; the modification of climatic conditions may be another. Perchance we shall "call up" Mars in this way some day, the electrical charge of both planets being utilized in signals. Here are great results, lofty aims, and noble ideas; and yet they are but a beggarly few of all those with which Mr. Tesla, by his simple, modest work, has associated his name during recent years. He is not an impractical visionary, but a worker who, with solid achievements behind him, seeks larger and better ones that lie before, as well as fuller knowledge. I have ventured to supplement data as to his late inventions by some of his views as to the ether, which throughout this presentation of his work has been treated familiarly as the maid of all-work of the universe. All our explanations of things are but half-way houses to the ultimate facts.—"Tesla's Oscillator," in *April Century*.

The sight was such an extraordinary one that it took away the power of reason and without attempting in any way to explain to myself what it was, I turned and beckoned to some one, any

human being, a servant we will say, to come and see it. Then in a moment, while my eyes were turned, came an immense deafening explosion which was greater than any we had heard as yet proceeding from Krakatoa. It stunned me, and it was a minute or two before I realized that when once more I turned my eyes towards the bay, I could see nothing. Darkness had instantly shrouded the world. Through this darkness, which was penetrated by distant cries and groans, the falling of heavy bodies, and the creaking disruption of masses of brick and timber, most of all, the rushing and crashing of breakers on the ocean were audible. The city of Anjer, with all its sixty thousand people in and about it, had been blotted out, and if any living being save myself remained, I did not find it out then. One of those deafening explosions followed another, as some new submerged area was suddenly heaved up by the volcanic fire below, and the sea admitted to the hollow depths where that fire had raged in vain for centuries.—"The Krakatoa Eruption," in *The Cosmopolitan*.

"The season for tiger hunting begins in April and lasts until the monsoon. During this time it is intensely hot. Water-courses fail, springs go dry, pools evaporate. Then wild beasts of all kinds leave those remoter tracts to which they retire at other seasons, and gather about drinking places in foot-hills and jungly lowlands. In beating for a tiger the start is never made early in the day. This creature, whose structure forms an unequalled mechanism for offense, possesses little endurance in the heat of the sun, supports thirst very badly, and soon breaks down from scorched feet if harried by day. Therefore when its lair is found, sportsmen wait until the sun rises high before going out. Their hunt is almost certain to be among those ravines where the tiger always lies up, and not usually until the last extremity will he break out into the burning plains. Still tigers are not organic machines made to act by instinct in an invariable manner. Some will assault at sight, others skulk and dodge through nalas for a long period before the beaters and will not attack until wounded. No human being who has not seen a tiger fight can conceive what their charge is like."—*Outing*, for April.

These trappers and hunters are Indians, but are always called "Mountaineers;" while the Eskimos, who have not a drop of Indian blood in them, are called Indians, though "Huskies" is the favorite term for them among the fishermen. The fishermen, mostly Newfoundlanders, skirt the

Labrador coast in summer in deep water craft, or fill up the rough fishing stages on the rocky islands, which, during the winter, have been either wholly deserted, or left in charge of a store-keeper. There must be some attraction in this wild life; for a keeper who, after living twenty years at one of these desolate out-posts of civilization, went to London for a little change, returned to Labrador as soon as possible because he found London "so lonely;" and Hudson Bay Company agents who have given up their positions to go back to civilization have been glad to return to their posts. They missed the free, open-air life; but above all, probably, their autocratic sway, which makes them kings within the boundaries of the post—"Along Newfoundland and Labrador," in *S. J. Nicholas*.

The great scramble for office is now but for an opportunity to make money. When the community has taken to itself these most important industrial functions, and, further, has guaranteed to every man and woman an opportunity to labor at a fair wage, then the public officials must necessarily be men of character and organizing ability. The good sense of any community will never tolerate such large interests in the hands of ignorant ward politicians. To raise the standard of the public offices will raise the standard of the men who fill them. As long as the duties of our city officials are so trifling and require so little brain to perform them, and the financial interests in special privileges and monopolies are so transcendent in power; so long as the possibility of want holds so much of dread for the average citizen; so long as universal business methods make respectable the spoilation of citizen by citizen, we can see no rational hope for fundamental reform in law making and law enforcing. Much more may be hoped from the progress of social improvement as the rights of the laboring class are recognized, as wages improve and security in employment is established. * * * In short, the whole problem of crime as today expressed in society, is summed up in the problem of poverty: we have churches enough, schools enough, moral sentiment enough, to regenerate the world in a decade, were it not for the awful pressure brought to bear on nine-tenths of the human race, which all but forces them to be vicious. It is not to a law and order league that we must look for future progress; it is to the orderly unfoldment of the labor problem in its broadest, deepest manifestations.—"Crime and Enforcement of Law," in *The Arena*.

MENTIONS

Bro. J. D. Condit, C. C., of Division 40, was a home caller at these offices recently.

Secretary H. M. Mounts, of Division 103, asks to learn the address of Bro. John Covert.

The address of Bro. J. J. Nielan, of Division 30, is wanted by the Secretary. At the last report Bro. Nielan was in Florida.

Bro. C. Heck, Secretary of Division 324, is anxious to learn the present address of Bro. Pat Prange, last heard from at Kenova, W. Va.

Brother W. M. Wheeler, of Division 49 lost a card case, containing his Division card and several old cards of no value except as mementos, near Winslow, Arizona. If found please return to Brother Wheeler at Winslow.

Bro. J. W. Hedgepeth, of Division 131, was united in marriage to Miss Nettie K. Gilliland, at Memphis, Tenn., on the 3d inst. Both are to be congratulated, and all will join in hoping they may have a long and happy life together.

All the members of the Order will be interested in learning that Bro. J. E. Harvey, of Division 10, was elected sheriff of Starke county, Ind., last fall, and will wish for him every success in the performance of his new duties.

If Brothers will send communications for the External Department and refuse or neglect to let know the author, they need not be surprised if their letters do not appear. Nor will it do any good to kick. We will not publish anonymous letters; we will undertake to return them to the writer.

Brother Wm. Yule organized a new Division of the Order at Chappleau, Ont., on the 13th ult. The title of the new organization is "Negomis," while its membership is not large it is made up of good, true men and energetic workers in the

cause who will make their Division a power in the Order.

We have been a day or two late, in mailing THE CONDUCTOR, twice on account of holding the forms open for correspondence which arrived at the last moment. We want to be on time and hereafter correspondents must not complain if their communications which reach here later than the fifth of the month, fail to appear in that month's issue.

Bro. H. S. Chapman, of Division 2, was the victim of quite a serious misfortune on the evening of the 7th ult. The Field Force Pump Company's Works, at Lockport, N. Y., of which he was part owner, were destroyed by fire, causing a loss of \$30,000, only half covered by insurance. Bro. Chapman is well known by all who have attended the meetings of the Grand Division, and his friends will unite in sympathizing with him in this heavy loss.

The trial of Bro. T. A. Goodman, at Charlottesville, Va., charged with the murder of one H. C. Parsons, was brought to a triumphant close on the 16th ult., the jury returning a verdict of "not guilty." The causes leading up to this unfortunate affair have been stated at length in these columns and need not be repeated. Wherever the facts were known public sympathy was all with Bro. Goodman, and the finding of the jury fully vindicates him. The progress of the trial has been followed with interest by the Brothers in all portions of the country, and all will unite in extending their congratulations to Bro. Goodman over the happy outcome.

We wish to acknowledge the receipt of invitations to attend the second annual ball of Madonna Division, No. 34, L. A. to O. R. C., given at Baraboo, Wis.; the Easter ball given by Fargo Division, No. 72, at Jamestown, N. D.; the second annual ball by Gloria Division, No. 38, L. A. to O. R. C., at Marion, Iowa; the second annual

ball and banquet of Yellowstone Division No. 191; the first annual ball by Parkersburg Division No. 369; and the reception and ball given by Stevens Point Division, No. 211, at Stevens Point, Wis., all on the evening of the 15th inst. Also the ball given by Division 23 of the L. A. in dedicating the new Union Depot at Denver on the evening of the 16th. These favors are appreciated, and we can but regret that other duties make it impossible for us to participate in the pleasures sure to attend all these gatherings.

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Anyone knowing the address of Brother F. S. Oakes will confer a favor by sending it to Brother C. E. Titsworth, 717 South C street; Kansas City, Kansas. When last heard of Brother Oakes was in Williams, Arizona.

**

J. L. Crotty, who was Chief Conductor of Division 296 when it was closed, has recently been expelled from the Order by Division 44, for altering a pass procured for him by a Brother and misrepresenting same to a Brother to whom the pass was presented for transportation, thereby getting the Brother into trouble and injuring the reputation of the Order. Division 44 has acted promptly and properly. Crotty holds Division card 284.

**

The Home for Disabled and Aged Railway Employees acknowledges receipt of the following donations for March, 1895:

O. R. C. DIVISIONS.

282	\$12 00	171	\$ 7 00
112	12 00	219	6 00
200	2 00	110	12 00
144	5 00	18	3 00
33	12 00	36	5 00
40	6 00	102	6 00
169	1 00	58	12 00
63	12 00	55	6 00
149	3 00	217	1 00
201	1 00	79	12 00
72	12 00	66	6 00
44	5 00	128	12 00
330	1 00	22	3 00

Total.....\$175 00

L. A. to O. R. C.	\$ 1 00
B. L. E. Divisions	103 50
G. I. A. Divisions	39 05
B. R. T. Lodges	89 54
B. L. F. Lodges	38 80
L. A. to B. R. T.	10 00
L. A. to B. L. F.	12 00
Personal	49 35
Chain letter	11 61

Grand total.....\$529 85

**

Mrs. C. P. Hodges, of Cleveland, Ohio, Deputy Grand President of the O. R. C., has

been making a tour of the west in the interest of that organization and the result has been a large addition to its membership. In Iowa alone she instituted four new Divisions, making it the banner state of the Auxiliary in the number of its active Divisions. During her stay in this state Sister Hodges favored this office with a call and gave us a most favorable report regarding the condition of the Auxiliary in all portions of the country.

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An unusually successful and interesting union meeting was given by Divisions 40 and 117 in the hall of the latter at Minneapolis, Minn., on the 14th inst. The fact that the date chosen was Easter Sunday had been overlooked in calling the meeting, and that fact doubtless affected the attendance to some extent. Representatives were present, however, from a number of Divisions, and matters of general interest to the Order were exhaustively and intelligently discussed. The subject of most interest to the members present seemed to be questions affecting the Benefit Department. A resolution offered, to the effect that it be the sense of the meeting that the law governing the payment of disability claims be so amended as to provide for the payment of claims when members had been disabled from railway service was lost by a practically unanimous vote. This proposition was defeated on the ground that such insurance could be secured anywhere else at any price, and the belief that such a policy would destroy the Department in a short time. A resolution providing for the payment of one half the amount of insurance in case of the loss of one hand or foot, and the payment in full when both hands or both feet were lost, was defeated. The resolution that it be the sense of the meeting that members who severed their connection with the Order should also lose their membership in the Benefit Department, was adopted. A resolution providing that Sec. 1, Art. XIII, of the statutes, should be enforced by the Divisions, was also adopted. A proposition was made that a law should be enacted and enforced requiring all members, except railroad officials, to transfer to the most convenient Division to the place of their employment within six months, and was defeated. A meeting was opposed to the proposition, that those who are at present members of the Order should be compelled to take out insurance, and voted down. A resolution requiring all delegates to the Grand Division to be members of the benefit department, was defeated for the reason that it was thought the Divisions should be left free to choose for their delegates such of their members as they felt could best represent them and for the further reason that the member thus selected, although belonging to the benefit department, would represent those who did.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, April 1, 1895; Expires May 31, 1895.

Assessment No. 294 is for death of D. H. Younker, March 17, 1895.

BENEFITS PAID FROM FEB. 21 TO MARCH 20, INCLUSIVE.

Ben. No.	NAME	Div.	Cert. No.	Series.	FOR	CAUSE.	AM'T.
817	J. W. Shreve	103	4780	A	Death	Accident	\$1,000
818	H. W. Jones	249	1034	C	Death	Accident	3,000
819	C. D. Goodwin	152	63	C	Death	Consumption	1,000
820	J. W. Bone	40	1002	A	Death	Accident	1,000
821	H. A. Munger	2	1704	A	Death	Accident	1,000
822	John Beyhan	299	1261	C	Death	Consumption	3,000
823	W. H. Lincoln	11	2749	B	Death	Consumption	2,000
824	W. H. Akin	115	1621	C	Death	Accident	3,000
825	G. W. Berry	224	1997	A	Death	Bright's Dis.	1,000
826	J. H. Carlisle	186	1	E	Dis.	Loss of hand	5,000
827	D. W. Mallory	39	160	D	Death	Accident	4,000
828	Chas. Beatty	355	4209	A	Death	Accident	1,000
829	John Tammany	247	230	A	Death	Hemorrhage	1,000
830	F. W. Kimball	222	1033	C	Dis.	Loss of hand	3,000
831	G. E. Strohecker	310	1536	B	Death	Tuberculosis	2,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 4,983; Series B, 2,790; Series C, 4,609; Series D, 361; Series E, 77. Amount of assessment No. 294, \$26,142; total number of members, 12,820.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to February 28, 1895.....	\$1,890.050 90
Received on Expense Assessments to February 28, 1895.....	41,728 30
Received on Applications, etc., to February 28, 1895.....	29,437 11
	<hr/> \$1,961,216 31
Total amount of benefits paid to February 28, 1895.....	\$1,858,867 00
Total amount of expenses paid to February 28, 1895.....	66,380 77
Insurance cash on hand February 28, 1895.....	35,968 54
	<hr/> \$1,961,216 31

EXPENSES PAID DURING FEBRUARY.

Postage, \$130.00; Incidental, \$32.72; Salaries, \$354.17; Fees returned, \$3.00; Stationery and Printing, \$10.75. Total, \$530.64

Received on Assessment No. 290 to March 20,.....	\$24,497 50
Received on Assessment No. 291 to March 20,.....	10,756 50
Received on Assessment No. 292 to March 20,.....	3,826 50
Received on Assessment No. 293 to March 20,.....	1,271 00

WM. P. DANIELS, Secretary.



OBITUARY

Beatty.

Brother Charles Beatty, of Division 355, was killed while in the performance of his duty, November 20 last. Deceased was deservedly popular wherever known, and his death brought sincere sorrow to many outside the more immediate relatives and friends.

Kratzinger.

Little Gussie, the five year old daughter of Brother H. S. and Alice V. Kratzinger, died at their home in North Denver on the 13th ult., of a disease thought to be pneumonia. The sympathy of the members of Division 44 is with the parents in their hour of untold sorrow.

Heifner.

Brother J. A. Heifner, of Division 172, has been called upon within the past few weeks to suffer a double bereavement. His son, Robert, died on the 28th of February, and on the 6th of the following month his beloved wife was taken from him. At a subsequent meeting of the Division resolutions were adopted expressing the sympathy of the members and the hope that the kindly ministrations of friends might in some measure lighten the burden of his sorrow.

Berry.

In the death of Brother G. W. Berry Division 224 has lost one of its most valued members and the Order a zealous and faithful worker. At the time of his death Brother Berry was yardmaster for the N. Y. P. & N. R. R., and was stationed at Cape Charles, Va. Suitable resolutions have been adopted by the Division expressing the personal sorrow of the members and their sympathy with the wife and two children, upon whom the burden of grief rests most heavily.

Kelley.

At a recent meeting of Camden Division resolutions of condolence with Brother J. E. Kelley in the death of his wife were adopted, and all will join in the hope therein expressed, that faith may bring him solace for his grief.

Ludlow.

The members of Division 170, both individually and as a body, tender their sympathy to Brother A. E. Ludlow, who is mourning the loss of his well beloved wife, with the prayer that strength may be given him to bear up under this, the greatest affliction that can come

Beebe.

Brother Albert M. Beebe, of Division 162, was struck and instantly killed by the fast express at Woodbury, N. J., on March 15 last. Deceased was a loyal member of the Order, a true friend and Brother, and his death leaves a vacancy in the ranks that it will be difficult to fill. A wife and four children are left to mourn his loss, and to them will go out the sincere sympathy of all the membership. The funeral was held at Philadelphia and was under the direction of the Order.

Heasley.

Brother James Heasley, of Division 216, died at the family home in Ottumwa, Ia., February 27 last, after a prolonged illness. Deceased was a sincere Christian and met death, as he had met the suffering attendant upon seven months of sickness, with a fortitude born of a faith no trial could shake. He was a zealous member of the Order, an upright citizen, and an indulgent and loving husband and father. A wife and two sons are left to mourn his untimely death, and with that sorrow all who were bound to him by fraternal ties will sympathize.

Erwin.

Brother C. L. Erwin, of Division 369, was killed while in the performance of his duty at Greenfield, Ohio, on the night of the 4th inst. For three years before Brother Erwin had been in charge of a train on the O. R. R., but at the time of the accident was braking on the B. & O. S. W. In passing over the train when near Greenfield he fell from the top of the cars and was caught by the wheels, being instantly killed. The funeral was held at Harmer, Ohio, on the following day and was largely attended. Although but twenty-five years of age, Brother Erwin had already won for himself an enviable place among the zealous workers for the Order, and his untimely death brought a deep sense of personal bereavement to every member of his Division.

Hohne.

Died, at Silao, Mexico, February 10, last, Mrs. Hohne, wife of Brother Ed. Hohne, one of the best known and most highly respected of the members of Division 261. Brother Hohne was taken sick at Tampico last December, and his wife and sister, who were at a little village along the coast, started in a small open boat to his bedside. They were caught in a norther and Mrs. Hohne took a severe cold which resulted in her death. The sympathy of all will go out to Brother Hohne in his hour of grievous affliction.

Ketchum.

At a recent meeting of North Platte Division, No. 35, resolutions were adopted expressing the grief of the members over the death of Brother C. F. Ketchum, who had been to them all a loved companion and friend. At the same time their condolences were extended the more immediate relatives and friends upon whom the burden of grief had fallen

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CONTRIBUTED.

OUR NATIONAL BANKING SYSTEM.

BY W. P. BORLAND.

Conceding that the national banks are of some service in facilitating the commercial transactions of the people, let us consider what that service is and what the people pay for it. This is an obviously rational point of view from which to criticise any institution of prime social utility. What does it cost the people? What service does it perform for the people? Is it economical? Could, or could not, as good service be rendered at less expense to the people? These are pertinent questions which admit of unequivocal answers.

It will be admitted that banks produce nothing. They create no wealth. They merely facilitate the exchange of wealth already created. The entire cost of maintaining them, therefore, is a charge upon the produced wealth of the country, certain conveniences which they furnish for the exchange of such produced wealth being the only offset to cost. The item of cost, then, may be taken up as first in the order of importance.

During the last census period, 1880 to 1890, the total net earnings of the national banks, as certified in their own reports to the comptroller of the currency, amounted, in round numbers, to \$629,500,000, or an average of \$62,950,000 per year. The number of institutions reporting these earnings ranged from 2,072 in 1880, the minimum number, to 3,353 in 1890, the maximum number. But this sum represents merely the *net* earnings, or the profits remaining after the payment of all expenses and losses connected with the business. In order to ascertain, therefore, how much these

banks have absorbed from the earnings of the producers of the nation in return for the conveniences they have furnished, we must add to the above sum the expenses of management of the national banking business and also the losses the banks have sustained. The expenses of the banks consist chiefly of salaries paid to presidents, cashiers, tellers, clerks, etc. Their losses are made up largely of embezzlements, defalcations, etc., of their officers.

The comptroller's Report for 1893 shows that the current expenses of the banks for the ten years under consideration amounted to, in round numbers, \$422,000,000. From the Finance Report for 1885 it will be found that the losses of the banks amounted to something over \$60,000,000 for the five years from 1880 to 1885, or an average yearly loss of \$12,000,000. Assuming that this average held good for the whole ten year period, we find the losses amounted to \$120,000,000. During this period the capital of national banks increased from \$454,215,062 in 1880 to \$625,089,645 in 1890, and the surplus, from \$120,145,649 to \$208,707,786, during the same period. Tabulating the several items of cost to the people, we get the following:

Net earnings of banks.....	\$ 629,500,000
Expenses of banks.....	422,000,000
Losses of banks.....	120,000,000

Total.....\$1,171,500,000

We here find that the people have paid the enormous sum of \$1,171,500,000 for maintaining their national banking system for ten years, or an

average of more than \$117,000,000 yearly for keeping up something less than 3,000 banking institutions. With the amount of money which it cost to keep up the banking system for ten years there might have been built nearly 40,000 miles of railroad, putting the cost of construction at the very liberal figure of \$30,000 per mile, or, say, fourteen lines of railway spanning the entire continent from New York to San Francisco. It will be admitted that the banks would need to render a very considerable service to the people to properly compensate for such an enormous expenditure of wealth. However, I am unable to discover any process by which it can be shown that the banks have rendered to the people any service which may fairly be considered as an equivalent for their earnings.

In the first place, they have given the people the use of a quantity of bank notes varying in amount during the period under consideration, from \$332,398,922 in 1882, at the maximum, to \$124,958,736 in 1890, at the minimum. The banks can scarcely be given credit for furnishing the people with an exchange medium to the full extent of the issue of their notes, however, since the issues drove 5 per cent of their amount in legal tender notes out of circulation, and locked them up in the treasury at Washington to be used as a redemption fund. But let that pass.

In the second place the people have been allowed to deposit their savings in these institutions. As banks of deposit, however, the national banks possess no advantage over the ordinary savings bank. Depositors in these banks have no other security for the safety of deposits than the banks themselves, and as a matter of fact, large sums have been frequently lost by depositors in national banks. The Comptroller's Report for 1889 shows that depositors in national banks had lost deposits amounting to \$14,844,988 at the date of the report. This represents an average yearly loss of more than half a million dollars. In the examination of the Marine Bank failure, in 1884, it was found that one firm had overdrawn its account on the books of the bank to the amount of considerable more than three quarters of a million dollars. The same firm owed the bank a total of nearly two and a half million dollars, or more than six times the capital of the bank. This showing came in the face of the fact that only twenty-five days previous to the failure the bank had been examined and reported sound. There have been numerous failures quite as notable and disastrous as this one, and in the clean up the depositors always suffer. There is no guarantee of safety for deposits in the national bank system. This item of loss of deposits is, by the way, another

one which might fairly be included in the amount which the banks cost the people, because it is entirely possible to establish a banking system which shall guarantee absolute safety for deposits, and it might be claimed that a government having the interests of the whole people in view should attend to this important consideration when establishing a banking system for the entire nation. It is on the circulation of their notes, however, that the banks make the greatest profit; it is here that they absorb the greatest portion of the amount of wealth taken from the producers of the nation. Every dollar of bank money used by the people has been *loaned into circulation*. Bank notes get into circulation in no other way. In order to obtain the use of these notes with which to do business,—and under the present financial system their use is absolutely essential to supply the demands for exchange medium—the people must pay interest for them, and every dollar of bank notes in circulation is costing the people from 10 to 15 per cent interest. Let us look at the process by which these notes are obtained by the bankers, and by them put into circulation to supply the needs of business. Suppose five persons having \$20,000 of government bonds each, desire to start a national bank: they deposit their \$100,000 of bonds with the secretary of the treasury at Washington, who returns to them \$90,000 in bank notes with which to do business, charging them 1 per cent of the issue of such notes to cover cost of printing and engraving, to replace mutilated and worn out notes, and "in lieu of all other taxes." This 1 per cent charge is the entire cost of these notes to the banking corporation. Now, the investment of capital in United States bonds is considered a good one; so much so that competition for their ownership has carried them to a premium. When these bonds have been deposited by a banker as security for currency to the amount of 90 per cent of their face value, the banker does not thereby sacrifice any part of his interest income from the bonds. He receives his interest semi-annually in advance, in gold, from the government, the same as though he still held the bonds in his own possession, notwithstanding that the government returns to him \$90 in notes for each \$100 he has invested in bonds, which \$90 in notes the banker is authorized to loan to the people at the current rate of interest in the state in which his bank is located. The currency which the government furnishes to the banks at 1 per cent is loaned by them to the people at from six to twelve times that rate, and the government still pays interest on the bonds which it accepts from the bankers as security for the notes. The banker puts \$100,000 at interest and receives back

\$90,000 of that amount as a free gift with which to do business. He is enabled to draw two interests upon one investment, through favor of the government. The people must pay interest to the banker on the government bonds deposited as security for the notes, and they must also pay the banker interest for the use of the notes which they are forced to use for the transaction of business. This operation smacks strongly of that "paternalism" we read so much about. It looks as though the bankers were privileged individuals, and the banking business a highly protected industry.

No man engaged in any legitimate industry is able to obtain such privileges as this from the government. Suppose five persons should combine their capital to the amount of \$100,000 and purchase government bonds, depositing these bonds with the secretary of the treasury as security for a loan of \$90,000 in currency from the government at 1 per cent interest, for the purpose of engaging in the business of mining, manufacturing, farming, or any wealth producing occupation requiring the employment of really productive labor. They would very soon find that they had missed their mark. They would find that the government was not in the business of loaning money on such favorable terms as that for any such purpose as they had in view. They would find, in short, that it is only the business of banking that is granted such substantial privileges as this by the government.

Now, bank notes are not money. It is not incumbent on one to receive bank notes in discharge of any obligation unless he so wills. If one desires to make a lawful tender in discharge of a debt he must tender lawful money of the United States—either gold, silver or greenbacks. The fact that the United States government stands ready to redeem, and guarantees the redemption of national bank notes in lawful money, causes them to be very generally accepted in lieu of such lawful money, although they are not such in reality. A national bank note is nothing more than a written promise of the bank to pay money. It differs in no important particular from the promissory note which the borrower gives the bank as security for the loan of it, except in this: the people of the United States guarantee the payment of the bankers' note, and thus enable him to draw interest on his note, while the borrower must pay interest on his. There is all the difference there is between the two notes, but it is quite an important difference, nevertheless. Section 25 of the national banking law provides that if any bank note be not paid on demand it may be protested, just as any other promissory note is pro-

tested. By the favor of the government, here is a class of men who are enabled to draw interest on their promissory notes. The common everyday debtor has no such privilege; he must pay interest on his note, and at a very good rate at that. That there may be no mistake about the character of these notes I quote from the law, as follows: "And be it further enacted, that after any such association shall have caused its promise to pay such notes on demand to be signed by the president or vice-president and cashier thereof, in such a manner as to make them obligatory promissory notes payable on demand at its place of business, such association is hereby authorized to issue and circulate the same as money."

The fact that the government guarantees the payment of these notes in lawful money, and agrees to receive them in payment of taxes and all other dues owing to the government, except duties on imports, gives the notes a value not possessed by an ordinary note, and makes them acceptable to the people for use as currency—providing, of course, they are unable to obtain a currency which will answer their purpose at a cheaper rate than they can obtain the bank notes. The question naturally arises, if the government guarantee and the quality of receivability for public dues is all that gives currency to these notes, why is it not possible for the government to issue as good a currency direct to the people, and without the intervention of banking corporations? Why should bankers be enabled to borrow money from the government at 1 per cent, while the privilege is denied to all other persons? There are a class of politicians in the country who are demanding that the government issue money direct to the people at a rate of interest not to exceed 2 per cent, or double the rate at which the bankers receive their notes, upon the borrower depositing approved security to cover the value of the loan; but they are quite generally denounced as fanatics and cranks. But haven't these 2 per cent cranks really got the better of the argument? Is not the fact that the bankers alone are enabled to borrow money from the government at a 1 per cent rate, one of those class privileges which we are supposed to have abolished? Manifestly, the bankers have a privilege not possessed by the rest of the people, and the people are paying more for the use of the bank notes than they ought to pay for a currency with which to do business. But let that pass. Let us briefly examine some of the tendencies of the system.

Manifestly, there is a motive for the bankers to place as many of their notes in circulation as possible, that is, eliminating considerations concerning manipulation of the volume of currency in

circulation and its influence upon prices, it is to the banker's interest to have the channels of circulation filled with bank notes alone to the whole extent of the need for a representative or paper currency. It is admitted universally that coin money is incompetent to supply the demands of the people for money, both because of its inconvenient character and its insufficiency of volume, and all parties agree that a representative currency, composed of paper because of its cheapness and convenience, is an absolutely necessary factor for the transaction of business. I am not, here, calling in question any of the arguments of the metallists; I am merely stating admitted propositions. The only question as regards this paper money is, shall its issue be controlled by the banks or shall it be controlled by the government? From the banker's standpoint, there can be but one answer to this question. An ideal currency system from the banker's standpoint, and it is one which the bankers and their satellites have been industriously trying to force upon the country for a long time now, would be one where the government issued the coin money alone and left the issue of all the paper money to the banks. This is what the perfected banking system, from its present basis, demands: the elimination of all paper issues from our circulating medium except bank notes. Saying nothing of the coin certificates issued by the government, there is something over three hundred million dollars in government paper issues, constituting the greenbacks, which are a thorn in the side of the banking interests of the country, and which they have sworn to remove at the first opportunity. Here is three hundred millions of paper money,—lawful money—in the channels of circulation upon which the bankers are unable to draw interest. The banking system will never be a perfect one for the bankers until the greenbacks are removed and their place filled with bankers' notes. The demand of business is for so much money, and manifestly, as long as the greenbacks remain in circulation the bankers are debarred from drawing interest on three hundred millions of their notes. The successive heads of the treasury department have quite generally felt themselves called upon to voice the desire of the banking interests in this respect, and to recommend the retirement of the greenbacks. They have been pointed out as "the weak point in our currency system," and congress has been urged to authorize the refunding of the greenbacks in United States bonds at a low rate of interest, to be used as a basis for national bank circulation. As a sample of the logic used by the treasury officials in support of their propositions, a short quotation from the report of Comptrol-

ler Trenholm, for the year 1888, may be given. After saying that "the gold coin and certificates stand first, the national bank notes stand next, the silver coin and certificates third, and the greenbacks last in the order of assured value," the comptroller says, "it would be a great benefit to the whole mass of the currency if this, its frailest element, could be eliminated from it," and he recommends such elimination as follows:

"1. Funding in bonds the greenback debt of \$346,000,000, or so much of it as may be presented within a limited period of time, say three years.

"2. The bonds to be issued only to national banks presenting greenbacks for that purpose, to bear a low rate of interest, and to mature only upon the failure of the bank, or its dissolution.

"3. The bonds so issued to be available only as a deposit to secure national bank circulation, and to entitle the banks depositing them to receive circulating notes to the amount of their face value."

But the comptroller did not propose the destruction of the greenbacks by any means; he merely proposed to withdraw them from circulation and lock them up in the treasury, and for what purpose? Why, to constitute a redemption fund for the national bank notes thrown into circulation in their place. He said:

"As the greenbacks will not be extinguished, but held in a state of suspended monetary vitality until the failure or liquidation of a bank requires their use in the redemption of its notes, they will constitute a reserve fund lying in the treasury ready for use at any moment of emergency in the redemption of any portion of the national bank currency that may become discredited."

This is a remarkable argument. The comptroller's logic is unanswerable(?). This "frailest element" in our currency system, this currency standing "last in the order of assured value," was to be used to redeem a currency standing higher than it in the order of assured value, a currency standing next to gold coin, after such higher value currency had become discredited. The argument is certainly unanswerable, but the common mind, not being able to follow the comptroller through all the subtleties of his reasoning, will probably come to the conclusion that if the greenbacks are good enough to redeem national bank notes with after such notes have become discredited, they are good enough to circulate as money in lieu of such bank notes. "The government must go out of the banking business," is the constant refrain of our present treasury officials, meaning by this, of course, the relinquishment of all control over the paper circulation of the country by the gov-

ernment, in favor of the banks. The government is to go out of the banking business in order that the bankers may go into the banking business, and the question of importance for the people to decide, is whether it is better for the paper circulation of the country to be controlled by a few thousand bankers, to be by them manipulated for their own private gain, than for it to be controlled by the government representing all the people, to be manipulated in the interests of all the people.

The unlimited control of the paper circulation by the banks, which they are endeavoring so earnestly to obtain, represents a power over the fortunes and property of the people which cannot be safely entrusted to any class or set of individuals. It represents a power to make or break fortunes at will; the power to control all the productive industries of the country through control of their medium for doing business; the power to depress or increase the prices of commodities at will, thus enabling the few to absorb the titles to the wealth of the country without the rendering of any equivalent. This is a power which any set of men, whatever pretensions of patriotism they may lay claim to, will scarcely fail to exercise for their own benefit. The bankers are not in the business for their health exactly, but for whatever profit there is in it. The retiring of all government paper and the substitution thereof of bank notes, besides giving the banks a greater interest income from the increased circulation of their notes, would place in the hands of the banks a power to contract or expand the currency to any amount desired, varying from nothing up to 90 per cent of the par value of the bonds deposited by them. This power is lauded by the advocates of the banks as one of the most beneficent features of the banking system. It is the provision for securing the "elasticity" we read so much about, the theory being that the notes will be freely loaned into circulation as demanded by the business interests of the country, and will remain in circulation as long as they can be employed at a profit, but when business conditions are such as to render it impossible for business men to employ the notes at a profit to themselves, the fact that they are drawing interest will cause them to be returned to the banks, thus insuring that the amount of money in circulation is always sufficient to do business with, and no more. It is a pretty theory, but it is in reality the most pernicious feature of the banking system. The "elasticity" does not operate to the benefit of the business interests, but to the benefit of the banks. We know that thousands of business concerns went down in the crash of '93 solely through inability to procure money from the banks with

which to carry on their operations. Millions of dollars of orders for goods were cancelled; factories were shut down and their owners forced into bankruptcy; hundreds of thousands of workmen were thrown out of employment and forced into pauperism, solely because the banks refused credit to business men having collateral security of undoubted value to put up for it, to many times the amount of the credit desired. The Comptroller's report for 1893 shows that the banks contracted the circulation by increasing deposits and decreasing loans to the amount of nearly thirty million dollars during the two months from March 6 to May 4, 1893, and all this time, and later on until after the panic had become chronic, the business men were clamoring loudly for money with which to do business, and were willing to pay almost any price for the use of it, while the coffers of the banks were overflowing with money. That is one of the results of the elastic feature of the bank currency with the present limited control which the banks possess over the currency. Is it the part of wisdom to increase this power in the hands of the bankers by giving them absolutely unlimited control over the currency, by having the government "go out of the banking business?" Is it not, rather, the part of wisdom, instead of increasing the power of the banks, to take away the power they now have, and, instead of the government going out of the banking business, have the government go right into the banking business in the interests of of the whole people?

What is the government for, if not for the exercise of functions of prime social utility? And is not the banking function one of prime social utility? Business is absolutely dependent upon bank loans for its operation, and bank loans are made on the average for not longer than sixty days. By simply refusing to renew their loans, therefore, compelling creditors to pay, and locking up the money, the banks may withdraw from circulation an amount of currency equal to the entire amount of their note issues in a very short period of time. This means business depression, falling prices, and panic; with its accompaniment of decreased wages, idle workmen, trampdom and pauperism. And it means the opportunity for those who have succeeded in cornering the money to load themselves with property at a price which represents but a small part of its value under normal conditions, when, having absorbed as much of the property of the people as they can conveniently carry, these same money mongers may inflate the currency again, increase prices, and unload upon a long suffering people the property accumulated during the period of depression

at a price which represents two or three hundred per cent profit on their investment; thus coining wealth out of the misfortunes of the people. It is charged with good reason that the panic of '93 was purely a banker's panic, brought about for the purpose of forcing an issue of bonds and getting rid of the fifty million treasury notes issued yearly under the provisions of the Sherman law, which notes the bankers were unable to control the circulation of, nor to draw interest for their use. The bankers did not accomplish everything they desired, perhaps, but they stopped the issue of the treasury notes and they got a bond issue. Having taken advantage of the depressed conditions to their heart's content, by loading themselves with the property of the people, the indications are that we are now in for another season of "prosperity." Dunn's latest trade review says

that the chief obstacle standing in the way of "prosperity" of the regulation brand is "the anxiety of operatives to secure better wages."

Soon after the national bank law went into effect, a committee of the New York clearing house said in a report:

"If more currency is required for the legitimate business of the country, why should not the government avail itself of the opportunity to issue a further amount of legal tender notes? They furnish a currency of uniform value in every part of the union. Whereas the national bank currency is not lawful money. Why should the government be willing to give the people an inferior currency when it commands a superior one?"—Bolles' "Financial History of the United States."

These questions have never been answered by the advocates of the banks.

TIMID REFORMERS.

BY JOSE GROS.

Bravery in the battle field, rifle in hand, and face to face with other fellows with rifles, that kind of bravery is well nigh universal, the inextinguishable result of sixty centuries during which nations and races have revelled in destroying each other, as if human destiny was to rest on mere animal struggles for animal supremacy, that of pride and self-conceit. But, what about the higher bravery of standing against all evil and for universal good? Oh! that is far more difficult, so difficult that not one man in any one thousand is equal to it, when it is necessary to face popular opinion, that of the respectable classes, anyhow. And we don't mean reckless bravery, either, in any wild reform movement; but the kind which takes cognizance of sound fundamental perceptions, because that is the one reform which alone is practicable and shall find enemies in plenty, in all social layers.

Let us illustrate our meaning by referring to the two radical reforms of the day, viz: socialism; and taxation on land values, with all that the latter implies. Every shrewd thinker, among the conservative people, will rather patronize the socialistic scheme than that of taxing land values. The former being so far off, if at all possible, the shrewd plutocrat is not at all afraid of socialism, but he is very much alarmed by land values taxation, because it can be initiated at any moment, without any especial disturbance, and with good results from its inception.

Yes, the single taxer is bound to find more enemies than the socialist, in the upper and lower ranks, because of the extreme practicability and

simplicity of the gospel he is proclaiming. Even most other reformers shall fight tooth and nail against the self-evident equity of taxation in land values. Even most reformers shall be afraid of that, especially if they happen to own some real estate, or are inclined to make money in some land speculation or the like; while everybody can afford to be a socialist, even if it is only for the fun of the thing, or for the purpose of delaying all practical fundamental reform resting on the two simple conceptions of ethics and freedom.

Suppose that we drop now on that old friend of ours who, in the *MARCH CONDUCTOR*, returns to his old platitudes, for the sake of a change, about that dreadful insufficiency of land values taxation, that being now his only remaining objection, it seems. Its justice he already implicitly accepts.

Brave men are never afraid of anything that may happen to be just. They are only afraid of that which is wrong or unjust. They know that justice and insufficiency never go together. They know that insufficiency is always the result of injustice, and of nothing else. We regret that our old friend has not yet realized the harmony between all law, physical and moral. Organized society could not exist for any twenty-four hours without such a harmony. And there is not a single social evil which cannot be traced to the fact of social adjustments in which men see fit to repudiate that harmony.

Take, for instance, that incoherent assertion that our friend makes again, and has made five or six times in the last twelve months in *THE CONDUCTOR*, and fifteen or twenty times in other

papers, about the beauty of our real estate taxation, for the suppression of land monopoly. What is there most charming is the childish innocence with which our friend declares that the only trouble with our fine, beautiful real estate taxation is that the laws are not enforced about taxing land, that is, assessing land for taxation at its full market value, because that alone would carry us back into that glorious Eden from which our first parents were kicked out.

First let us see why the laws in question are not enforced. If that friend of ours had had time to study human history (few have it in our days, the monopolists see to that), he would have noticed that no law has ever been enforced, for good, when in itself is far from fundamentally right. The very fact that all laws have always been poorly enforced, for the good of all, if they were good at all, radiates from that other fact of glaring imperfections in all human laws, or because conditioned on other laws that were highly imperfect. Just as the farmer can have no good crops with poor seed, so society can have nothing but evils out of poor laws, more or less emphatically denying the harmony between the physical and moral universe.

Laws shall only be enforced, for the good of all, when they themselves are totally and intrinsically good, and not a mixture of good and evil. Because, who has always made our laws? Our monopolists, for the only purpose of perpetuating and intensifying monopoly. The good features they may see fit to introduce into their laws, that is only meant as a mask, to make evil less repulsive, and hence more difficult to dislodge. A totally bad law would not stand very long, or it would defeat itself and become totally negative.

Now imagine that tomorrow we decide to have honest real estate assessments. We now tax real estate at about $1\frac{1}{2}$ per cent on one-third of its real value, as an average through the nation. On the full value the rate would only be one-half of 1 per cent. There you have it, about one-half of 1 per cent tax on land values instead of one-fourth of 1 per cent today! And that would about suppress land monopoly, and the industrial ones which alone can exist as long as the parent monopoly is kept alive! Is not that a grand discovery on the part of that friend of ours, who calls himself a socialist, with notions repudiated by himself when he tries to think before he writes?

Another of the favorite theories of our estimable critic is that taxation on land values, as proposed by the single tax, would be confiscation, and hence it should not be attempted. If so, why does he approve with such emphasis the partial

taxation, in force now, on such land values, his only objection to that being the fact of low assessments, by which the tax is made a little lower than it should be? There we have another exhibition of poor logic.

Confiscation is a very big word. All plutocrats are in favor of that word, when reforms are attempted by which some process of robbery may be stopped. But why should any real socialist play the plutocrat, even if it is for the purpose of attacking the single tax? Our dear friend should know that no fundamental evil can ever be suppressed without some injury in dollars and cents to those who may derive some profit from the evil in question. God, Himself, cannot prevent that. And He does not want that the thing should be prevented. Not even the drunkard or opium eater can reform himself without a certain ordeal in physical pain. What applies to individual excesses applies to the social ones. Just as well stop all fundamental reforms if we don't want anybody to give up the unjust benefits they may derive at the expense of the many, sunk into poverty because of sinful social contrivances. All such petty conceptions are unworthy of brave reformers. And we have no use for the timid ones, always afraid of insufficiencies and confiscations, and some trouble to this or that set of men if we dare do what is in accord with universal honesty and common sense!

The writer would be considerably injured by the single tax. Is he going to play the old fossil on that account? God forbid. He should stand at the foot of the cannon until the battle is fought to a finish, or until he drops to the grave. He should recognize that, in the long run, no one can be injured through an ethical social reorganization. He should feel that there are in life joys infinitely higher than this or that sum of money per annum. And that applies to every thinking man, to socialists most especially.

The problem of civilization is to give to all men the opportunity of a full living, in free association with other workers if he prefers, himself alone if he likes that best. That shall be accomplished as soon as we make land gambling impossible or unprofitable, because of all land values being collected for public use. That implies the gradual cancellation of all privileges to corporations as well as individuals. The new civilization must rest on equal rights, equal justice, equal freedom. Every corporation is a denial of all that. Every business corporation we mean. No freedom of contract is possible when corporations are allowed.

The only legitimate function of government is to see that no men can place anybody under trib-

ute through any process, direct or indirect. shall follow, without} the aid of any complicated
That accomplished, all other normal conditions schemes.

WHEN THE MIDDLE CLASS BECAME OF AGE.

BY MARIE LOUISE.

CHAPTER I.

On the evening of December 12th, 1356, in Paris, a man entered the gate Saint Antoine and stepped briskly down the street of that name, amid the falling and drifting flakes of snow. Arrived at the Rue du Temple, he turned and went up that street till he reached the Rue de la Verrerie, on the corner of which was a respectable looking wine shop. Entering this establishment, he passed at once into a small back room and sat at one of the tables ranged along the walls. Resting his head on his hand, he remained a long while in a pensive attitude. His mind was apparently burdened with great care. At length, making an effort to dismiss his anxious thoughts, he rose, removed the long, ample cloak that concealed his person and shielded it from the inclemency of the weather, brushed off the snow on his cap and lighted a pipe. That man's face was both striking and interesting; evidently he was neither a nobleman nor a knight, nor a peasant serf. He was a burgher, but a burgher, as that class had developed since Philip the Handsome, had in 1302, raised it from political insignificance to the dignity of full representation in the States General. The strong, well rounded features of that man expressed energy, determination, placidity, caution. On his broad forehead, deep lines were traced, furrowed by passionate thought wrestling with reason. Doubtless, he was a man of great power and force, a glimpse at him gave a forecast of the men of the third estate in 1789, when they swore the oath of the *Jeu de Poudre*.

At nine o'clock, a man closely wrapped and muffled, entered the small back room and sat opposite our burgher.

"Have you waited long, Marcel?" he asked.

"Not very long," answered Marcel, "but I was uneasy lest the stormy weather kept you away."

"Weather or no weather, I would have come," returned the stranger. "Could wind and snow have kept you away?"

"By no means," answered Marcel, "but I am only a burgher, a commoner. You are a prelate, *Monseigneur*, the Bishop of Laon."

"I am one of the prelates of a power which is on the decline," replied the bishop. "You, on the contrary, are the magistrate of a power which is

on the ascendant. As the burghess class rose, became the estate of the commons, took its seat in the States General, the clergy and the church began to sink down the horizon. Today, Etienne Marcel, provost of the merchants of Paris, you are in reality greater than the Bishop of Laon."

"The first three cities," replied Marcel, "which won their freedom in the twelfth century, were ecclesiastical lordships, and Laon was one of these. It is great in the history of burgherdom."

"The ways of God are mysterious," returned the prelate. "The church was the first champion of the emancipation of slaves and of cities. She mothered the order of the commons, yet the birth of that order was the signal for the decadence of her supremacy. The commons are reaching out everywhere, and will soon enfold all that constitutes the nation. I am not blind to the forces which move society, they all flow towards great development in commerce and industry."

"Why should the elevation of the commons operate against the supremacy of the church?" inquired Marcel, "the people have always been the truest friends and bravest defenders of our religious institutions."

"You may not see why," answered the bishop, "but the fact is entirely clear to me. Just as Philip the Handsome, in 1300, displaced the clergy from political jurisdiction and replaced them by the banker and the legist, so shall gold displace God in the near future. But, Marcel, this is premature and irrelevant to the object of our present meeting. Well, what are the latest news?"

"The Dauphin left for Metz two days ago," answered Marcel. "and the coins have once more been debased."

"The debasing of coins has become a fateful epidemic!" exclaimed the prelate. "King John, now a prisoner of the English, has drained the nation dry, not only by imposing crushing taxation, but by altering the currency as none but a madman could do, and now his son has resorted to the same monstrosity. At the accession of King John, the mark of silver was worth *five livres, five sous*, at the end of the year it was worth *eleven livres*. Last year it was worth *eighteen livres*, and now

it is again raised. Something must be done to stop that spoliation, or the monarchy shall come to grief. The common people are in great distress and want; they have taken to roaming over the land, apparently without aim or design, simply through sheer restlessness."

Marcel smiled wittingly, his eyes blinked. "We must decide on a course of action," he said, "and try to save the king by relieving the distress of the people. These, you say, are roaming aimlessly over the land; they have no definite object, but their restlessness presages no good."

"I see no meanance in their attitude," replied the bishop, "nevertheless I see the necessity for the Dauphin to accede to the demands of the States General and dismiss the corrupted counselors who surround him. The commission of fifty which we have appointed to inquire into the condition of the kingdom, have failed to gather substantial information; all the officers of the crown are corrupt, each refused to speak. When the States General meet again, we must insist on having twelve deputies of each order appointed as advisers to the Dauphin."

"Shall we take no immediate action?" inquired Marcel.

"The Dauphin being out of France," answered the prelate, "what action can we take?"

"Do you know," continued Marcel, "that the people of Paris have become tumultuous as soon as the law on new debased coins took effect two days ago, and that it took all my authority and prestige as provost of the merchants, to quell the disturbance? I promised the people to use my influence for having the decree on coins withdrawn. The situation is very serious."

"The people can do nothing," replied the prelate, "their tumult is but a froth which easily subsides."

"I am bound by my word," resumed Marcel. "Tomorrow I will make an attempt to see the Count d'Anjou, the Dauphin's lieutenant, and prevail on him to repeal the decree on coins."

"May God be with you," said the bishop.

"I wish God and I wish *you* to be with me," returned Marcel. "As a former member of the bar and a present bishop, your influence is great among the professional class and among the clergy. Let not your support fail me."

"I am with you," rejoined the prelate. "Calm the public effervescence and the States General will do the rest."

"The people of Paris are aroused," continued the provost. "For the first time in history they show sign of insurrection. They are determined to uphold the States General and antagonize the authority of the crown. The king is a prisoner of

England, and Poitiers, the field on which he was vanquished, is the grave of a large number of the nobility. The country is ruined by exorbitant taxation, is devastated by the English and numerous bands of marauders. Starvation and desolation stroll over the land, despair inflames the hearts of the people. I am no prophet, *Monseigneur*, but things appear to nod towards a civil war."

"Starvation and desolation," replied the bishop, "have ere now strolled over the land, but no civil war has broken out."

"The people were submissive," returned Marcel, "they knew of no remedy but to endure patiently. Today, another remedy is suggesting itself to them; they will dispute the right of kings and barons to plunder them, to shear them like sheep."

"How did they get that revelation of their power?" asked the prelate.

"How did I, a commoner, a humble burgher, come to pit my personality against a baron and a prince?" retorted the provost.

"The ways of God are mysterious," said the bishop.

"I see no mystery in this," returned the provost. "Consciousness of right is the sequence of freedom. Since fifty years, numberless serfs have bought their manumission and risen to the dignity of free men. Against treatments which they submissively bore in servitude, they now revolt."

"They are free, yet they starve," said the bishop. "When they were in bondage, they knew not hunger, they were at peace with all the world."

"The present distress is due to foreign invasion," replied Marcel. "Besides, we are in a transitory period; commerce and industry are developing with gigantic strides, soon prosperity shall be restored and work for the toiling class shall be plentiful."

"It is all a dream," returned the bishop. "The third class, the commons, contains within itself two irreconcilable elements, viz: the *master* and the *dependent*. The former gets possession of the wealth produced and gives to the latter whatever he wills, always making that share as small as possible. In a combination so ill proportioned strifes are inevitable. The burgher now has to reckon with the freed serf, not the bondman; you brought this fact to my attention yourself."

"A master may be just to his employe," observed Marcel, "both may work harmoniously together."

"The employe is the judge of the justice dealt him," retorted the prelate, "he may or may not appreciate it."

"I have faith in the future," rejoined Marcel,

"out of chaos, harmony shall spring. Meanwhile we must cater to the present needs and insure the victory of the States General. What do you think about releasing the king of Navarre? Paris is clamoring for it."

"I am in favor of that attempt," answered the prelate. "A union with him would greatly strengthen our cause. If burghess Paris wishes a prince for leader, let it have him."

"Well, then," said the provost, "I will take immediate steps to bring about his release. I rely on your support and help to accomplish the perilous work into which I have engaged."

"I will stand by you, Marcel," replied the bishop. "I have pledged myself to uphold the States General against the pretensions of the crown. Pacify Paris, and soon all will be well."

"My task is greater than you imagine," continued the provost.

"May your courage be equal to it," said the bishop, pressing warmly the hand of his colleague. "For the present, adieu."

II

Early on the following morning, tumultuous crowds filled the streets of Paris. "*A bas le decret sur la mounaie.*" (Down with the decree on money) they shouted. "*Vivent les Etats generaux.*"

The provost of merchants went hither and thither among the mob, trying to appease the uproar. "I am going to the Count of Anjou," he said, "and will ask him to repeal the decree on money."

He called at the palace and was admitted in the presence of the count, the Dauphin's brother. This prince listened to the demand of the people and promised to send an answer during the day. The day passed, however, and no answer from the count was received. This royal personage evidently regarded the crown as being too important to take notice of a request from the people. On the next day Marcel returned to the palace to urge his demand for the repeal of the decree. A large and excited crowd followed him thither and made uproarious demonstrations. Alarmed at the tumult, the prince suspended the decree on coins until the return of the Dauphin. This prince returned on the 19th of January, and speedily sent orders to Marcel and the sheriff to remove the stoppage they had placed on the currency of the new coins.

"We will do nothing of the kind," cried Marcel, when he heard the royal message.

So defiant an attitude in a burgher, towards royalty, was something remarkable. Burgherdom was just emerging from youth into manhood,

had just reached its *majority*, was shaping itself into the commons, the third estate. As yet it had had no time to give evidences of self-assertiveness; the uprising of Paris was its first manifestation of virility. The bold answer of Marcel to the Dauphin, indicated that vast powers and potentialities were lying in the class he represented, and prophesying great things for the future. Yet four hundred years, and the Abbe Sieyes will say:

"What is the third estate?" "Everything."

In a few moments all Paris knew of the order sent to Marcel by the Dauphin. The work people left their shops and shouts of "To arms!" resounded through the streets. For the first time in its history, Paris rose in insurrection and assumed the responsibility of resisting monarchical tyranny by force of arms. Appalled by the gigantic uprising of the people, the Dauphin sent for Marcel and the sheriffs. The meeting took place in the large hall of the parliament, and the Dauphin conceded nearly every point demanded by the provost of the merchants, the concessions being duly certified by royal letters. Royalty bowed in obedience to the commons.

The States General met on the 5th of February. Michelet, in his history of France, says:

"Etienne Marcel and Robert Lecoq, Bishop of Laon, laid before them a schedule of grievances, and it was resolved that each deputy should communicate the same to the province which sent him, and this communication, which was made with exceeding rapidity for that age, specially taking into account the season of the year, occupied no longer than a month.

The schedule was handed in to the Dauphin on the 3d of March, by Robert Lecoq, Bishop of Laon * * * The lord of Pequigny, on behalf of the nobles, a lawyer of Baille, on behalf of the commons, and E. Marcel on behalf of the burghesses of Paris, declared their concurrence in all he had just said.

"This remonstrance of the States was at once an harangue and a sermon. They began with exhorting the Dauphin to fear God, to honor him and his ministers and to keep his commandments. He was to dismiss evil counselors and to *transact nothing through the medium of the young, simple and ignorant*. He could not, he was told, possibly entertain any doubt as to the States expressing the sentiments of the people at large, since the deputies were nearly eight hundred in number and had advised with the provinces which had sent them. * * *

"They required him to take to assist him in the government of the kingdom, during the intervals of the sittings of the States, thirty-six deputies chosen by the States, twelve from each order; and

others were to be sent into the provinces with almost illimitable powers, empowered to condemn without the formality of trial, to borrow, to constrain, to decree, to pay, to chastise the king's officers, to assemble provincial States, etc.

"The States voted an aid for the equipment of thirty thousand men-at-arms. But they made the Dauphin promise *not to levy or expend the aid by his own officers, but by good, prudent, loyal, solvent men, appointed by the three States*. A new coinage was to be issued *after the pattern and models in the hands of the provost of the merchants of Paris*. No change was to be made in the coin without the consent of the States.

"Truces were not to be entered into, or the *arrière-ban* called out without their authorization.

"Every man in France is to provide himself with arms.

"The nobles are not to quit the kingdom on any pretext. They are to suspend all private war. In case of infringement of this regulation, the authorities of the place, or, if need be, *the good people of the country do arrest such peace breakers*. * * * And compel them by imprisonment and fines, to make peace and cease to carry on war. Here are the barons subjected to the supervision of the commons.

"The right of prisage is to cease. The collectors may be resisted, *and the people assemble against them by summons, or by tolling the bell*.

"No more gifts out of the royal demesnes; and all such gifts from the days of Philip the Handsome, to the present time, are to be revoked. The Dauphin promises to put a stop to all voluptuous outlay in his own expenses. He is to exact an oath from his officers that they will ask him for no grants, save in presence of the grand council.

"One office is to content one individual. The number of officers of justice is to be reduced. Provostships and viscountships are no longer to be farmed out. Provosts, etc., are not to be appointed to the districts in which they were born.

"No more commissions are to be issued for trials. Criminals are not to be allowed to make composition, but 'full justice is to be done.'

"Although one of the principal framers of the ordinance, Lecoq, (Bishop of Laon) had been an advocate and president of the parliament, it deals severely with magistrates. They are prohibited from carrying on trade, from entering into understandings with each other, and from encroaching on each other's jurisdiction. They are upbraided with their idleness. In some cases their salaries are reduced.

"The presidents and other members of the parliament, who sit on courts of inquiry, are to take

only forty sous a day. 'Many have been wont to take too large a salary and use four or five horses, whereas, had it been at their own expense, they would have been contented with two or three.'

"The grand council, the parliament, and the chamber of accounts are accused of negligence. '*Decrees which ought to have been pronounced twenty years ago, are still to pronounce.*'

"The counselors assemble late, their dinners are long, their afternoons (*apres diners*) *unprofitable*. The officers of the chamber of accounts are to swear on God's holy gospels, that they will expedite the causes of the good people well, loyally, and in due order, without keeping them waiting. The grand council, the parliament and chamber of accounts are to meet at *sunrise*. Those members of the great council also who shall not be present *betimes in the morning*, shall lose their day's salary. Notwithstanding their high office, these members are treated unceremoniously by the burghess legislature.

"This great ordinance of 1357, which the Dauphin was compelled to sign, was much more than a reform. It effected a sudden change of government. It placed the administrative power in the hands of the States and substituted a republic for the monarchy; it gave the supreme authority to the people."

(Michelet History of France i, p. 440.)

III

We are now on the 22d of February, 1358. The provost of the merchants was closeted with two men in his mansion, named the *Pillar House*, situated on *Place de la Greve*. This house was Marcel's own property; there he accommodated the town council and gave them permanent headquarters. Later on, the Hotel de Ville will be built on that place and will become the seat of insurrectionary committees and provisional governments; it will be the storm center of revolutions, the whirlpool of heroic deeds, devotion and madened love of liberty.

Marcel and his two companions sat close to one another, and talked in excited, though subdued tone. Their faces wore a rigid and sullen expression, behind the stern glances a storm was brewing.

"I can hardly contain my wrath," said Marcel. "I cannot express my indignation. That royal cub, the Dauphin, alias the Regent, has broken all his promises, ignored all his pledges, verbal and written. He has trampled on all human rights. And today, in bold defiance of the ordinances he signed eleven months ago, he issues a decree for a fresh debasing of the coins. Comrades, I am sick at heart! I am sick of going to him to urge, be-

speech or demand the fulfillment of his pledges; of listening to his false promises and learning of his perfidious violations as soon as I have left his side. Means more effective must now be used of we must give up the struggle. What would you advise us to do, Philip Giffard?"

"My advice," answered Giffard, "is to strike a sharp, decisive blow. The people of Paris are exasperated, we cannot retreat, for the popular wave drives us on."

"We must be cautious," resumed Marcel, "our heads are at stake. For my own life, I care not, but I mean to sell it dear, and make the royal tyrants pay the bill. What would you suggest, Consac?"

"The course we must pursue appears to me very clear," answered Consac. "The Regent obstinately refuses to dismiss his counselors in accordance with the mandate of the States General and his own promise to adhere to that mandate. We know that these counselors are sworn enemies of the people, and that they are responsible for the perfidious behavior of the Dauphin-regent. Obviously, nothing is left to us but to remove these men by force. The people have been deceived and fooled every day since twelve months, and their anger is becoming terrible. I suggest that we devise means to kill the counselors and bring the Regent to terms."

"I endorse the suggestion of Consac," said Giffard. "Now, let us go to business seriously; we have wasted time too much."

"The idea of assassination is revolting," said Marcel, with gravity, "could no other means be resorted to?"

"Have we not used all other means?" queried Giffard; "the treachery of the Regent brings us face to face with that terrible necessity."

"Marcel," said Consac, with a solemn wave of his hand, "a third element, unexpected by all in this conflict, is going to step into the arena. Raise your eyes toward the north and west of the country, beyond the walls of Paris, over the plains, something formidable is moving. The crown and the barons have never given a thought to that something, so insignificant and harmless it has always been; but today it is shaping into a menacing significance, the sheep, gentle and submissive, is transforming into a lion, and soon it will roar! Marcel, the peasants are rising, a thing not heard of since the time of Rome. One of them, a Guil-

laume Caillet, is the spirit that moves and musters them. If we cannot avert this sweeping deluge, woe to the barons!"

"I am ready to act," replied Marcel. "The storm which gathers is appalling, wonder not that I pause to reflect. The people of Paris are clamoring for the release of the king of Navarre. Their idea is to oppose him to the crown. The sensibilities of the people are fine, their instinct is generous and their sympathy goes out to the persecuted, even when these are unworthy of esteem. Charles of Navarre might prove a useful ally, he can muster a large army, and with this enlisted on our side, we could oppose a bold front to the crown and the barons."

"I have little faith in the king of Navarre," remarked Giffard, "his professions of love for the commons may be intended to allure the people and win them to raise him to the throne of France. I never can trust a prince."

"My faith in him is but limited," said Marcel, "yet for the time being I would not reject his help. When our cause is won, we will keep our eyes on him; a king is a king."

"You are a republican, Marcel," said Giffard, with a wink peculiar to French petulancy and malice.

"I am a burghess, a commoner," retorted Marcel. "By the force of logic and of necessity, my estate is republican. Monarchy is the bulwark of the clergy and the nobility."

"Let us arrange for our next move," suggested Consac.

"Tomorrow," said Marcel, "we will go to the Regent and march thither with a large body of the people. Once more I will endeavor to show him the necessity of relieving the general distress of the country and adhering to the ordinances. Were the Dauphin to show ill will then the fatal counselors must die on the spot, and an appeal for support must be made to the people."

"Well said!" exclaimed Consac.

"Tomorrow morning," continued the provost, "we will assemble here and then meet the trades which will muster at St. Elvi's. We shall all wear our red and blue hoods and red and blue enamelled silver clasps, which are the distinctive sign of our confederation in defense of the common weal. Thence we will march to the palace, and may the God of justice be with us!"

(TO BE CONTINUED.)

IS MARRIAGE A FAILURE?

(A Modern Parable.)

BY H. P. FEEBLES.

Some few years ago a certain marriage was celebrated that attracted universal attention, both on account of difference in the social standing of the high contracting parties, and the peculiarities attending the courtship as well as the ante-nuptial arrangements. Ever since the marriage was celebrated the conduct of both has caused much gossip, that lately has degenerated into scandalous reports that threaten a divorce case of such unusual magnitude, and so far reaching in its results, many observers claim society, and even modern civilization may be disrupted and destroyed if peace and domestic harmony cannot be restored to this unhappy family.

The friends of both parties made many complaints when the marriage became known, those of the bride claimed the groom was selfish and overbearing, that he had wooed and won entirely from mercenary motives, had openly boasted that he had no love for her, and intended to live in luxury in the future from her toil, and that of her family; on the other hand the friends of the groom declared that he had lowered himself socially by the connection, the bride was low born, ignorant, ill bred, vulgar, and dirty in her habits, and declared they would never meet her in society as their equal.

The name of the groom was Capital, that of the bride was Labor. The marriage was one of civil contract, the wife agreeing to devote her time to the services of the husband, under his directions, he promising to allow her a sum of money for her separate maintenance, from the result of her toil, but refused to name a fixed proportion. This pin money was known in the contract as wages.

There was no marriage feast, no wedding trip, no honeymoon, or any of the usual parties and receptions ordinarily given where the friends of both gather to give the congratulations and good wishes that make a wedding a time of rejoicing and merry making in society.

This excited no comment, as it was known the marriage was one of convenience, and originated in the necessities of both, affection and love not being considered.

The wife immediately took her place in the kitchen, from which she was never allowed to emerge, during the working hours fixed in the contract; and the husband resumed his position in society, but at the numerous balls, parties, excursions, theatres he constantly attended, his wife was never seen in his company; in fact they were rarely

seen at the same place of public worship, and on these rare occasions the husband reclined lazily on the luxuriant cushions of an upholstered front pew, while the wife was ushered to the bare seats of the upper gallery.

In a few years a healthy, lusty child was the result of this union, that at its birth received the name of "Profit." The hard working mother had endured all the pangs and sorrows of maternity, and nourished the growing boy at the maternal breast; but as soon as the infant was able to walk alone, or able to leave the mother's side, the father took the boy to himself, claiming all right, title and interest in this mutual offspring of Capital and Labor, boldly assuming the mother had no right in her own child. Strange as it may appear, the friends of the husband supported him, and spoke of Madam Labor as an arrogant and assuming wife, who dared to claim, under any circumstances, more from her husband than the sum of pin money allowed for her separate maintenance.

The child was removed and separated entirely from its poor mother, who was never even allowed to visit or caress her own first born, but the numerous nurses and attendants that the father placed around the infant in his separate lordly residence, complained that she frequently peered into the windows after night, and followed the motions of the infant with greedy eyes. (Strange fact! Many have said this natural craving of a mother to see her own child, is evidence of her depravity, wicked envy and unnatural hate of her husband.)

It was noted by the public generally—especially after the infant had surmounted the afflictions incidental to infancy, such as croup, convulsions, etc., and its health and strength were assured—as the child grew the husband greatly increased his luxurious mode of life, the parties, balls and receptions he gave were the talk of modern civilization.

He built palaces for his separate use, where he had mansions, constructed magnificent winter conservatories instead of his former gardens, and his agents ransacked the museums and galleries of Europe to discover rare paintings, articles of vertu, bric-a-brac, etc., to furnish his drawing rooms. In the exclusive circles that composed the society attending his receptions, etc., the name of the wife was never spoken, to do so would not only be an impertinence to the host, but a decided mark of low breeding and vulgarity. It was

not only considered the proper thing to ignore her altogether, but in the most refined circles the idea was to forget her existence, and the air and manner that accomplished this was the model that all regarded as the ideal of social refinement.

A few years later a daughter was born that was christened "Improved Machinery." The hard working wife bent over this child with fond hopes of the time when she would be able to bear some of her burden, and assist her to perform the daily drudge of the kitchen, but again she saw the child of her breast turn to its father with smiles and infantile caresses, and answer all her allurements with a studied indifference, that increased to positive coldness and dislike. As this unnatural daughter grew older she followed closely in the footsteps of her brother, and gave all her affection and allegiance to her father. She certainly took none of the work of her mother on her own shoulders, as the wife toiled as many long hours in the kitchen as before the daughter's birth, and although the husband and his friends claimed the advent of the child had materially benefited the wife, her family and relatives were vehement, and even bitter in their denial of the claim; and asserted positively that both children had only injured the wife. There is no denying the fact that since the birth of the daughter the quarrels, family jars between the two have steadily increased in number and bitterness. The early years were peaceable compared to the constant bickerings and complaints that have made these domestic difficulties the talk of two continents, and as both seem headstrong, and each seems more eager to talk of the delinquencies and faults of the other, than to listen calmly to the advice of disinterested friends, the hopes of a satisfactory adjustment of the trouble are daily becoming less. There seems to be no thought of the natural affection and domestic love that should induce one or both to overlook the faults, and forgive the shortcomings of the other. Some observers have said, if no love existed at the time of marriage, there was a mutual respect and good will that might have been cultivated to even a warmer feeling, if the gossip mongers and scandal lovers had not exaggerated the little domestic broils that are natural in family history. These reminiscences, however, have no practical bearing on the case at present, as every candid observer must admit that no trace of family affection remains, and only the legal restraints and necessities of both prevent the separation, that the friends of both—it may be admitted the friends of the wife are the most determined—insist is inevitable.

Madam Labor, like most women, had a temper, and a tongue to display it; and frequently gave the

husband a severe tongue lashing; at other times she would get sulky and "go on a strike," refusing to work at all. Sometimes Mr. Capital would come home with invited guests, to whom he was fond of exhibiting the attractions of his two children, Profit and Improved Machinery, to find the kitchen fire out and no dinner prepared.

Of course a family row was the result, the husband asserting the wife had neglected her duties, while she would retort that he did not allow her sufficient "pin money" to keep the kitchen in order, or even to dress decently.

But, a short time ago a third child was born to this ill-assorted and quarrelsome union, a sickly and deformed infant, that was baptized "General Dissatisfaction." From the hour of its birth the father disclaimed all paternity in this unwelcome youngest infant; and among his society intimates hinted that his wife had been seen in company at various unseemly hours with such notorious characters as Mr. Socialist, the outcast, old bum Agitator, and even the dissipated vagrant Anarchist, and added with a sanctified air of sorrow, he really feared the woman had been unfaithful to him. The gossips and news mongers of genteel society of course, added to these vague hints many facts that left the poor woman without a shred of character, and the matrons and dowagers gathered around the poor, injured husband with mock condolences and advice to cast the bold, brazen thing out of his house and home.

These charges excited the ire of the good woman, and she paraded around in public places with the infant in her arms, inviting all she met to notice the strong resemblance the child bore to its father, Capital. One thing was certain, this was the only child of the three that clung to the mother, and she was forced to carry the puny, squalling infant with her, even during the time she worked in the kitchen, as the father refused to furnish nurses and attendants, as he had done for the other children, although he occasionally threw a small sum of money to the mother, with a contemptuous gesture, saying, "this is for your own brat." Although unhealthy, the child has grown rapidly, and has been a heavy and increasing burden to the poor woman, as it insists on remaining with her all the time, and cries and yells with colic almost every night, preventing her or the neighbors from getting any natural rest and sleep.

Ever since the second child has grown up, and developed into a healthy, robust, active girl, the great cause of the fights between this unhappy couple has been the allowance of pin money, the wife claiming an increased allowance, or in other words, she demands a share in the help and assistance given the family by the work of her daughter.

ter; the husband claims the wife has an easier time since her birth, and should be contented with the same, or even less allowance.

An account of one of the many jars between the two will be a fair sample of the quarrels that are making the bitterness and hatred between them more intense daily, and causing the few candid well wishers of both to admit separation and divorce is the only remedy.

A few days ago the husband sent word he was to reduce her allowance, as the daughter was now assisting her more than ever. The next day when he came home for his dinner the kitchen fire was out, no dinner was prepared, the whole house in an uproar, the big boy Profit, was yelling in the nursery overhead for his dinner, and the daughter, Improved Machinery, had retired to the garret with a fit of the sulks, and would not come down or answer any calls.

"Get out of my kitchen!" roared the angry husband.

"Not till I'm ready," retorted his aroused better half. "Haven't I worked and slaved in the kitchen for years, and justice and common sense give me some share in the *Homestead*?"

"Get out, I tell you, or I will send my boy Profit to Chicago after Mr. Pinkerton; he will put you out and keep you out, until I hire a housekeeper in your place."

"If Pinkerton puts his nose in the kitchen door, I will break his head with the broomstick. I will have no hired sneak coming into my kitchen interfering where he has no business." And the irate woman prepared to give the needed nourishment from her maternal founts, to the whimpering baby, General Dissatisfaction, that apparently never left her protecting arms. The infant here set up an unearthly squall, and as the husband hurried away, the wife raised her voice and shouted after his retreating form: "I won't let any hussy of a housekeeper drive me out of my place. Understand that now!" On this occasion, Mr. Pinkerton came, and the old lady was as good as her word, and drove him away from the *Homestead*.

Since then the family quarrels have been more numerous and bitter than ever. The wife has left her home many times, but necessity has compelled her to sullenly return to her drudgery. The question of the amount of pin money is the apparent cause of the difficulties, and the two

never meet without a discussion more or less bitter on this point, but many observers, who would honestly, sincerely and justly, act as arbitrators, have been forced to the conclusion this question pin money, or "wages," is today only an outward symptom for the hatred between the two, which is the accumulation of years of injustice and contempt, creating an incompatibility that only complete separation can answer.

The infant, Dissatisfaction, has grown out of all proportion to its age and nourishment; it clings peevishly to the mother, and never allows the poor woman a night's rest or a comfortable day. She has dosed it with all sorts of nostrums, prescribed by quacks and traveling charlatans, with the effect only of increasing the real disease, and has given all the home remedies for colic that the experienced old women of the neighborhood ever heard of, but the squalling and yelling never ceases, and although old enough to walk alone and leave its mother's side, it appears too weak and overgrown to even sit erect in its mother's lap, and she never can leave it day or night.

The family quarrel must reach an end, and both sides have appealed to the public for moral support and assistance. The daily press, the monthly periodicals, the reviews of the day, have taken up the question and teem with essays, letters and opinions, from every class and condition of society, giving advice to both parties, but in the opinion of the writer at least—no one has, as yet, offered a plan that affords the slightest hope of being accepted as a basis of settlement by the two parties interested.

The husband says his wife must cease meeting the men he blames for stirring the trouble, and slandering him to her, and pledge her word to never even speak to Socialist, Anarchist, or her chosen confidante, Professional Agitator. The wife retorts, she will keep company with any one she pleases, and he has no more right to dictate to her concerning her associates than she has to name his friends, and as long as he meets any one he pleases, she will do the same.

The writer has no opinion to express, beyond the fact that the difference is too radical and deep seated to be settled short of a complete and absolute separation, with a fair division between the two of the earnings of the children.

A SECRET OF THE EYES.

BY FRANK A. MYERS.

It was well known that Lucy Scudder and Abel Ewing were going to marry. And everybody said it would be a splendid match, just suited to each other by nature and tastes and circumstances, and happiness would be theirs all their days.

An orphan early in life, Lucy had struggled hard for a living and for respectability, and she had succeeded in both. Her mother died when she was an infant, and her father's life went out in a railroad disaster while in the service of the company when she was only ten years old. Poor Lucy! Don't you say so?

But everybody liked the sweet girl. She was so cheerful, and to be with her somehow helped you. You received something of her lively, hopeful, indestructible spirits that made you see the bright side and strengthened your resolve, so often overthrown by the irony of fate, to live in the sunshine ever afterward. Her goodness, a rich birthright exclusively her own, charged your nature full, and she unconsciously made you better for having come in touch with her happy soul-nature. Ah, what would we not all give to have Lucy's noble, brave, strong, trustful, pure disposition. There would be more sunny days for us, if we had.

When her father died not a thing was left her in the world, except a few, well-worn household goods, and some reliable friends who would not see Marsh Scudder's child suffer. But with a commendable bravery Lucy set to work and learned sewing. She was self-helpful as well as self-cheerful. She seemed to see from the first, with a sort of intuition, the necessity of laying hold with her own hands and doing something, and for her to see was also to act. Was it not great in her to say, so young, she would never be a burden or a charge to anybody? Well, Lucy said it, and what is better, did it.

The plain manner, plain style, unassuming character of the girl grew with her growth, and at twenty her unaffected earnestness and uncritical simplicity were admirable elements at the very base of her being, and everybody, who came to know her well, loved her because they could not help it. Her modesty and natural reserve did not permit her to cultivate many friends, so her circle was not large, but it was of choice spirits like herself and quite sufficient for the social qualities of her heart.

It does not describe her to say she was pretty and graceful; she was more than these, she was beautiful and lovely. The rose in her cheeks, the

health in her body, the liveness in her members, the perfection of her figure, every one saw at first glance. Her clear gray eye flashed with vigor and humor; the spring in her step gave her animation; the joy in her whole make-up radiated out like sunshine; and her beauty made one glad.

She lived with an old spinster aunt, who everybody said was finicky, and because of this the kind hearted pitied her. But the broad hearted Lucy laughed a great deal about the strange ways of her old aunt, and it was so good-humored that the old thing could not get mad in real earnest. It was said that Lucy's laughs corrected many of the old thing's singular habits.

Well, Lucy and Abel were soon to be married. The old aunt did not favor Abel altogether; she said he was poor, and it would not do to take another poor relation into their poverty-pinched small quarters; it was hard enough as it was. Lucy laughed, and said Abel was sober, industrious, and while he was in a humble position now, he had the promise of a firemanship soon, and then the engineership, and—

"Who knows but he may himself own a whole railroad some day;" she always ended with a jolly laugh.

But her aunt favored Ral Bowers, who was always very polite and gracious to her, while Lucy could not bear him. There was a broken note about him somewhere, she declared, that struck discordant sounds in herself. And, moreover, she added, that no one knew what his business was, and that "settled it with her."

"I wish to marry a business, 'tis true,
For man's not man without it;
But to marry a man without business,
Methinks a fool would scout it."

She always laughed in parodied rhyme.

The more indifferent Lucy acted toward Ral Bowers whenever she met him, whether on the street or at her humble home, the worse he became, that is to say, the more insistent in his attentions he became. The thing just beyond one's reach is golden, the other is lead. There was a strange fascination about the young fellow that touched her pure soul not only as false but fatal, and she was always in a resistful attitude in his presence. And he knew it. The bitter rage in his heart was concealed with skillful deceit.

This was the state of affairs a week previous to the time she was to be married to Abel Ewing. It was not late Sunday evening when Abel bade her good-night at the door. He went off into the refreshing night air with a light heart and a whis-

pering hope, and Lucy stood in the open door, thinking as one in a dream. All unconsciously she took the few steps between the door and the gate, and leaned upon her elbows in sweet reverie.

All was still about the house, the methodical, critically correct old aunt having retired half an hour ago.

Way late at night, perhaps 2 o'clock, the aunt awoke from a troubled, dreamy, sleep, and found that Lucy had not yet come to bed. They slept together. The spare-made old aunt was somewhat alarmed. At first she called gently to her niece, then louder, and finally, in great trepidation arose, lighted the lamp, and searched the house. But no Lucy anywhere.

At the gate—

Merciful God! There the poor, sweet girl lay dead!

She had been murdered!

Her throat was cut!

Her hands were hacked with a knife! Her silken hair was stained with her life blood!

Dead!

Who could have done it? And why? These questions everybody asked. It was the most profound mystery ever heard of. The whole city was agog over it, and the press talked about it for weeks. Shrewd detectives pried around; with cunning eyes and sharpened wits, from the very start, but there was not a footprint, not a sign, not a clew to be found. The case baffled all skill. There were no more evidences about it, so far as unraveling the crime went, than there is at the spot where a pebble sinks in the water, out of sight. For all the detectives could determine, the devil himself might have done it.

The poor old aunt was heart broken. She loved Lucy with all the fervency of her cooling heart, cooling as the earth is cooling by age. O, how lonely she was! The light and joy of her home had gone out, and the poor old soul groped around, as it were, in darkness.

At first Ral Bowers was suspected. The old aunt said that Lucy had related to her a scene that occurred between Ral and her not more than two weeks before, in which Lucy had peremptorily, but kindly refused his offer of marriage, and he had gotten into a towering rage because of her rejection. He stormed and even made hideous threats, to all of which the imperturbable Lucy smiled good naturedly. Her superiority to him by nature, angered him the more. His inability to sway her feelings with his feebler ones, was not in his mind at all. Because he could not touch and tender her heart, it showed him that he had no part or parcel in it, and he grew furious. But before he left that evening he cooled down, smiled

decently, shook her hand warmly good-by, and said she would think better of it by the next time he called.

And, in fact, it could not have been Ral, for he showed conclusively by at least half a dozen boon fellows where he had spent the night—in a gambling hole! That he was nervous, restless, inattentive, luckless all night, was not germane to the case.

Then the old lady, whom you know to your utter disgust, Madam Rumor, said that Lucy Scudder and Abel Ewing had quarreled the night before, and therefore—therefore! no doubt, Abel was the guilty man. Abel was so struck with the awful accusation, so shocking to think about, that he took little pains to deny it. It was so absolutely impossible to him, that in his innocence he imagined everybody must see it as he did. He merely said:

"I couldn't do it."

A young, industrious, progressive scientist, by the name of Marcus Paley, interested himself in the case in the cause of science more, perhaps, than for the sake of bringing retributive justice on the head of the villain. Mr. Paley made a microscopic examination of Lucy's eyes, now lusterless and cold, for the purpose of seeing on the retina, if possible, the photograph of the man who took her life. It was Paley's belief that the retina retained the last impressions on it, even for days after death, and that these pictures on the dead eye could be seen by a strong microscope. If his theories about the matter are true—we say if—a revolution can be made in detecting the criminal of many mysterious murders. Then it may be said of a truth, that murder will out.

With nervous hand Paley adjusted the microscope to the eye, and bending down carefully looked into the chambers of the vacant residence of poor Lucy's soul. This test, so delicate and so far reaching, was either to confirm his hope and prophecy, or else to heap ridicule on his theory and to destroy his long cherished expectations. It was in truth a very dramatic scene, and Paley was morbidly acute in his desires to be accurate. Of course he was ready to receive his first impressions as incontrovertible facts.

He looked.

"There is the murderer!" he exclaimed, as he staggered back against the wall and pointed at the microscope.

With no little nervous trepidation Edward Bellamy looked, and in awe-struck tones he ejaculated:

"My God, it is true! Distinctly photographed, plainly outlined."

There was now made a careful examination, and the man's form was clearly revealed. Appar-

ently he was a man of medium size and stature, with a long linen duster on, buttoned only at the top and reaching to the knees. Even the wrinkles in the knee-bagged pants could be seen. One foot was behind the other, with the knee bending as if in a crouching position and about to spring. The face was smooth, the chin thin, the eyes deep set, the hair short, and the head covered with a slouch hat.

The young microscopist averred, with every feeling of certainty, that he saw this picture as distinctly as he would see a man standing in front of him. And Mr. Bellamy was equally positive, and in almost the same terms described the picture of the man he saw on the retina.

Science is remorseless, conscienceless, heartless. The eyes were removed from the head—always in the interest of science—that through the instrumentality of the photographic camera a more complete picture might be brought out and a clearer evidence of the villain be given the world. There were not wanting scientific experiments to illustrate the basis of probability for this experiment, even if some learned men did denounce it as intensely absurd. It was a phenomenon marvelous in character.

But the camera revealed nothing. A coating now accumulated over these windows of the soul, annulled the experiment. Chemicals would not clear the cornea. Then it was assumed it was a mistake to remove the eyes.

The I-told-you-so sciolist said in very learned language, that in death the eye quickly becomes opaque and dull; that this whole theory was a medieval tradition, and no more creditable than that other superstition that blood would flow from the wounds if the murderer touched the lifeless body; that the uncanny feeling in the presence of the strangely dead prepared the mind for any sort of impression, which was therefore not trustworthy; that the psychic conditions, a mixture of awe and fear, disposed the mind to previous conclusions, which were what was seen on looking through the microscope; that the theory itself of last impressions on the eye suggests an autohypnotic condition which transforms "suggestions" in the mind into seeming facts; that the optogram on the visual purple, or rhodopsin, or in plainer terms the pigment, is simply a sort of bleaching; that the experiment on the Vienna condemned criminal, about 1876, on his removal from darkness to the scaffold and the black cap pulled over his head, showed that there was a picture on the retina, but the details were wanting and the picture faded rapidly—indeed, in a few minutes; that the pigment in the eyes of the dead rapidly undergoes decomposition changes on account of its com-

plex chemical constitution, thus destroying all images within an hour; that light on the staring eyes of the dead at once destroys all images on the retina; that the image is small and inverted, and before a microscope can be used a light has to be thrown into the interior of the eye by a reflector; that a microscope magnifying four hundred diameters without a reflected light could not be used; and so on *ad nauseam*.

But who—who took poor Lucy's life? And why? Let scientists go their devious, dubious ways, we will look after the criminal and see that he gets justice.

On the description of the man young Paley discovered in the eyes of the dead girl, the detectives, with that as a clue, set to work afresh. The press published the description, and as a matter of terror to the guilty one said, as was often the custom, he was known and would be apprehended in a day or two.

The days rolled away into three long months. One day Flave Paulin, the friend of Ral Bowers—said to be in Ral's debt so deep that he was Ral's slave, attempted suicide. He was not successful.

He said he did it because something weighed on his mind. When pressed he made a clean breast of it all. He declared he killed Lucy Scudder while under the hypnotic spell of Ral Bowers, and explained further that before he got away from the scene of the tragedy he awoke from the spell only to discover what horrid thing he had done. But it was too late. He had done it. He fled incontinently, and finally to relieve his mind of the ever present horror, he sought his own life.

The fellow suited precisely the description given by the young microscopist, Paley, from what he saw in the eye. Flave Paulin said he thought everybody must know he did it, after the description printed in the papers. The coat he wore was a linen duster, the hat was a slouch hat, and his face was denuded of all whiskers. Thus young Paley was demonstrated to be correct, and his theory was no longer a hope and a prophecy, but a fact.

In court, during the trial, a thrilling scene was enacted, which clearly proved that a hypnotist need not necessarily be in the presence of the "subject" in order to "control" him.

An expert hypnotist was brought into court. He exercised his powers on Flave Paulin, and then left the building. Ral Bowers was also removed to the jail, so the experiment might be unmistakable.

Within an hour Flave, in a crouching attitude, clutching a small book as if it were a dagger, stole up behind the judge, in the presence of all in the

court room, and was about to plunge on him and strike him with the book. The judge, with wary eye, intensely interested in the scene, suddenly left his soft, leather covered chair and eluded the hypnotized man. He was going through the same operation he did the night he struck down Lucy at the gate. To him then, the judge was Lucy, and the book a dagger. He struck the chair as if it were the person he sought. One lady in the audience shrieked aloud as the blow descended on the innocent chair, so thrilling was the action. His stealthiness provoked fear.

Thus the theory of Ral's defense in court was

broken down by actual demonstration. Ral's defense claimed that one could not be under the "influence" of a hypnotist except in his presence.

Before sentence was pronounced imposing imprisonment for life, Ral confessed all, and without a twinge of conscience, said he did it because Lucy had refused his heart and hand—did it in a way that struck mortal offense to his soul. As an accessory to the deed Flave was ordered to a life of servitude to the state, in the penitentiary, for five years.

But these avengements of the law did not bring back poor Lucy to the broken heart of Abel Ewing.

THE FUNCTION OF GOVERNMENT.

BY J. S. STRADER.

PART III.

Columbus was fully convinced that the earth was round, and that by sailing always west from a Spanish port he would reach a new continent beyond the Atlantic, or ultimately land on the Indian coast by a route easier of navigation than that around the Cape of Good Hope.

His expedition was fitted out by the government of Spain on condition that any new territory lying in this conjectural route to the Indies would become the property of the Spanish crown by virtue of his discovery, he being created an admiral of Spain to establish the legality of the contract. He landed in America, found a people entirely strange to Europeans, planted his flag in the soil, and took formal possession in the name of his masters. The people whose allegiance he thus transferred had no understanding of his act, nor could he himself imagine the geographical extent or population of this new addition to the Spanish dominions.

Later, the English government sent out sailors who landed farther north; and the French went still farther north. The rights of these English and French governments naturally conflicted with the Spanish right of priority, but that was nothing; their rights, in relation to each other, were already hopelessly mixed.

It is with the English settlements that we have to do, because they absorbed the rest within the limits of the United States, and it was out of an English province this country was made. And I do not see the need of going into American politics very far beyond the construction of our government. If we know who made the government and how, and by what right they acted and why, we ought to know what right is left in the government and in us. Besides, we cannot go very far

beyond that limit without getting onto the forbidden ground of partisan politics, and I do not care to do that. I am interested in no party and no "ism." I have a creed, of course, and I may as well say what it is: I believe the people who make a country, who fight for it and work for its development, ought each to have a share in the functions of its government.

There was no successful effort made to settle the English possessions in America till the beginning of the 17th century; and then only because the persecution of the new religious sects had become intolerable in Europe. They left their homes to establish a country for themselves in which they might enjoy full liberty in the exercise of their religion. Benjamin Franklin said, describing the settlement of the Massachusetts Bay Colony by the Puritans, and the establishment of their religion: "When they had purchased territory from the natives they granted the land out in townships, requiring neither purchase money nor quit rent, but this condition only to be complied with: that the freeholders should support a gospel minister and a free school within each township; the support of the minister and of the school being raised by a proportionate tax on the land allotted to the freeholders."

This colony was governed by a charter granted by the English crown, which allowed them full freedom in their local affairs, but required them to maintain a governor of the king's appointment. The chief function of the governor in the beginning was to guard the king's prerogative of squeezing taxes from every conceivable source. Some colonies, like that of Virginia, were governed in a similar way, but the proprietorship lay in corporations deriving their authority from the English

parliament. The corporations disposed of their lands to the settlers on all kinds of terms; collected rents and taxes by the same methods used in the royal colonies; furnished wives for the planters when women were scarce, at from \$100 to \$125 a piece; and bought and sold slaves for the larger plantations of the south. These slaves, until the introduction of the African slaves in 1620, were all white, mostly convicts bought of the English prison authorities, when a conviction for debt meant hopeless imprisonment, and a conviction for the stealing of a sheep meant hanging. The convicts were not necessarily a vicious lot, and hundreds of the slaves bought in England were of the agricultural laborer class, whose only taint of crime was the caste in which they were born. Such were the first settlers of the English colonies. Tyrannical, intolerant of all views but their own, and they could hardly be otherwise. Their schooling had been little else than tyranny and intolerance. Roman Catholics, and even Protestants of the Episcopal sect, leaving England to escape the persecution of those who happened to be in power, could live no closer together with the Presbyterians in America than at home, and each must colonize with his kind to enjoy the freedom they prized for themselves, and for which they showed so little regard when the freedom of others was concerned.

The progress of the colonies was not at all smooth. There was the everlasting tax question growing out of the rapacity of their British masters. Taxes collected on exports, on imports, on legal transactions, on everything, every act possible of taxation, were never sufficient to the needs of the governors, but more than enough to keep alive a continuous resistance on the part of the colonists. And then, they were obliged to fight a sort of reflection of all of England's wars with France and Spain, and fight them right at home against the Indians all about them. The Indians, who had been bullied and cajoled out of their territory, willingly allied themselves with the Spaniards on the south, and the Frenchmen on the north, and the war went on till the middle of the eighteenth century; and then the colonies grew rapidly, and as they grew their taxes grew. The English aristocracy, having control of parliament, had shifted their own taxes to the shoulders of the colonists, who had no representation and no redress. Then their profitable trade with the Spanish West Indies was prohibited, and they were obliged to buy all goods in England for the protection of English makers and sellers. And then, again, for the protection of the English land proprietors, American trade in grain was prohibited. The Americans had little else to sell.

The tax gatherers were forcibly resisted in many places, and such acts of resistance necessitated a change in the judicial system. Charters were arbitrarily withdrawn and replaced by new ones. The judges must now receive their appointment from the king, and hold their places at his pleasure. Important prisoners were sent to England for trial when the governor could not be sure of the judge and jury at home. English soldiers were landed to preserve law and order, and were billeted on the colonists, who must house and feed them.

Through all this there was a large minority—and in New York City a majority—party that loudly and persistently defended all these royal prerogatives. Through the revolution that followed, until it became evident that it must be successful, they called themselves royalists, and were exceedingly proud of their respectability as such. They knew, of course, that an unsuccessful revolt would mean the confiscation of all property in the possession of the rebels; and they must hope for such an issue, because they had no reason to expect a different disposition of their own property at the hands of the triumphant rebels.

A riotous mob in Boston, where riotous mobs were no unusual thing, was fired upon by the British soldiers, and like a flash Massachusetts was in open rebellion. The news was carried by horsemen from town to town, and was spread through all the colonies with a rapidity that seems incredible to this generation, accustomed to steam and electric transportation of news. A congress was hastily assembled at Philadelphia, each of the thirteen colonies, except Georgia, being represented.

In the meantime the battle of Bunker Hill had been fought and won; the forts at Crown Point and Ticonderoga had been captured with their much needed stores of arms and ammunition. Congress, knowing of these rebel victories, issued a proclamation expressing their determination to resist the enforcement of the obnoxious laws, representing the insufferable interference of the London Board of Trade, at the same time asserting their loyalty to the king and praying him for redress of their grievances. But they did not neglect to provide for the enlistment of a continental army to defend the colonies, and gave the command of it to Col. George Washington, who had served with much distinction in the British army against the French and Indians.

We have no need to fight over the battles of that eight years' revolution. George III answered the congressional appeal for a reasonable peace by sending an army of Hessians hired of a German prince; and the colonists, half armed, wholly undisciplined, but desperate, fought on, all the while

insisting on their allegiance to their king, till in 1776, (glorious year!) another congress being assembled at Philadelphia, representing all the colonies, published their immortal Declaration of Independence; and they knew then what they were fighting for. They fought from that time on for their whole right, not for a possible compromise with the English tyrant. And they knew their right; the declaration had defined it, and they understood. It did not pretend to create a right, nor could it; nor could the revolution, whichever way the victory went, alter or fix the right of any one of them. What their right was, it was before them and is now. This is what they declared:

"We hold these *truths* to be *self-evident*: That *all men* are created *free and equal*; that they are endowed by their Creator with certain *inalienable rights*; that amongst these are *LIFE, LIBERTY and the PURSUIT of HAPPINESS*. That to *secure these rights*, governments are instituted among men, deriving their *just powers* from *the consent of the governed*; that, whenever any form of government becomes *destructive of these ends* it is the *the right of the people* to *alter or abolish* it, and to institute a new government; laying its foundation on such principles, and organizing its powers in such form as to *them shall seem most likely to effect their safety and happiness*."

In 1783 the war was finished by the surrender of the British forces at Yorktown. During these eight years the government, that is the common government, was a sort of confederation of all the colonies and was not intended to be permanent. A constitution was framed that gave congress control of the military operations; gave it power to borrow money, which it did, at exorbitant rates, but jealously withheld the power of taxation, its only means for providing for the payment of its debts. There was no question of the ability to pay, once the drain to England was stopped, but the congressional authority to compel payment was entirely lacking; and the paper in which the soldiers were paid was scorned by those who were not obliged to receive it. The soldiers were offered all the land they wanted and more; that was about as cheap as the continental money out of which the bankers reaped their harvest later.

An effort was made to form a permanent union of states, now that their independence was assured; but this move was stubbornly resisted in all the states by the people who thought they saw in it an attempt at outside control, possibly more objectionable than that of George III. Besides, there seemed to be a conflict of interests impossible of adjustment between the northern colonies, where but little slave labor was employed,

and the southern colonies, where there was little intention among the leaders of submitting to the chance of a constitutional guarantee of the right declaring all men free and politically equal. And there were many leaders at the north who preferred the despotism of the English parliament to such an independence as was declared in 1776, now that the declaration had done its work—had made *them* free; had held together the continental mob in its seven-years tramp through blood and hunger and abuse, to victory. But there were many others, not of the riff-raff, but men—leaders of men, whose names still shine in history, who *would not* repudiate the promise of the Declaration of Independence; and the fight for a national union and constitution was bitter and long.

The states were growing in population at an enormous rate since the cessation of hostilities; (that is in the north. The southern states were for the most part partitioned into great plantations like those of England, worked by African slaves, and there was little there to invite immigration.) and men of the commoner mold were too busy to interfere to any great extent in politics. Land was cheap—too cheap to buy at a dollar an acre along the Hudson. It was squatted upon, it was rented for little or nothing to be the easier abandoned after its timber had been cut and marketed, or when a more favorable location was found. Workmen had the means of working for themselves, and wages went so high that some of the states found it necessary to enact laws fixing the maximum price a workman could charge for his labor. It was under such conditions that the constitutional convention finally got together in Philadelphia, four years after the ending of the war, and adopted our constitution to be ratified at the pleasure of the several states.

By a majority of twenty-nine in the convention of sixty-one delegates, after a stormy session of four months behind closed doors, the constitution was adopted, it being the first seven articles of our constitution of today. It aroused such a fury of opposition in the various legislatures and on the stump throughout the country, especially in New England, that the convention was glad to add ten amendments, which have since been quietly incorporated into the body of the document in order to make the patriotism of its framers seem more reasonable and easier understood by democratic readers of American history. Thomas Jefferson said of it, "that it sounded the downfall of popular government; that its evident tendency was aristocratic and monarchical; that it was founded by those who are desirous of drawing over us the substance, as they have by it, the form of the British government."

In fact, but for the ten amendments, nine of which were to secure protection of the right of personal liberty, the tenth to guarantee to the people all power not delegated by the instrument, thus placing a limit on the powers of the administration, and all ten of which, because of their ambiguity of expression, have since been legislated and construed out of effect, the "self-evident truths" of the Declaration were wholly ignored. It provided for a form precisely like that of the English government with its parts differently named, but gave to the president a greater power than the constitutional power of the British king; and to the senate a greater legislative power than that of the British house of lords. The lower house of congress, the only branch of the government *directly* representative of the people (even in theory) has much less power in legislation than has the British house of commons. It provided for the arrest and surrender of slaves that might escape into a free state. It provided that it could not be so amended or changed as to interfere with the importation of African slaves for twenty years after its adoption. Patrick Henry brought all his fiery eloquence to bear against its ratification by the Virginia legislature, declaring its adoption a more radical revolution than that of force by which they had separated from England, and he even counseled forcible resistance to its adoption.

Within two years nine of the thirteen states had ratified the constitution, and an election was held by which George Washington was elected president. New York and Virginia joined later, and after nearly eleven years North Carolina came in, and finally the old Quaker state, Rhode Island (not then insignificant, as compared with the rest), which had until then even refused to consider the question, accepted the constitution and joined the Union.

Every act of the first administration was jealously watched by the party that feared the abuse of the power thus centralized. Thomas Jefferson was the acknowledged leader of this party, and Alexander Hamilton of the other—the federalist party. Washington chose them both for his first cabinet; Jefferson as secretary of state, and Hamilton of the treasury.

During Washington's second term the federalist party was greatly reduced in the number of its supporters by the refusal of the administration to aid the new French republic, fighting for its existence against the combined forces of all the European monarchies. But for the part the French troops played in Washington's army, there could have been no surrender of the British army at Yorktown; and the proclamation of neutrality

raised a storm of indignation, which was greatly augmented when the proclamation was followed by a friendly treaty with the English government; and the "strong government" party was torn with dissension. They succeeded, however, in electing the next president, John Adams; but Thomas Jefferson was elected vice-president. (There was no machine in those days to keep the electoral college in line, and nobody knew how they would vote).

In Adams' administration (reign, it was) secession was threatened in several of the states. The "alien law" and the "sedition law," passed in 1798, gave the president authority to arrest and deport any alien at his pleasure; and made it criminal to criticise the president or congress. Under this last law many newspaper writers and public speakers were prosecuted. But the laws were exceedingly difficult of enforcement. They were clearly in violation of the first amendment of the constitution, and they filled the land with scorn for the party that would hedge the government about with such monarchical prerogatives as exemption from criticism. That was the last of the federalist party.

Thomas Jefferson was elected president in 1800, and then the only hope left for the federalist leaders seemed to be to save their several states for unmixed respectability, by disorganizing the Union and going back to where they were as free and independent states. Writing on this subject to Theodore Sedgwick in 1804, Alexander Hamilton said:

"Dismemberment of our empire will be a clear sacrifice of great positive disadvantages without any counterbalancing good; administering no relief to our real disease, which is *democracy*; the poison of which, by a sub-division, will only be the more concentrated, and consequently the more virulent."

What's the use of going further into our politics? The republic, fought for on the promise of the Declaration of Independence, which proclaimed *all* men free and politically equal, was already poisoned with the disease of democracy and rotten with it to the verge of disintegration. There is little doubt that the declaration expressed the belief of a vast majority of the American people, and that being the case, it is a very easy matter to define the functions of a government based on that belief and on the rights it described. It said: "*To secure* these rights governments are instituted among men, deriving their *just* powers from the *consent of the governed*." And yet the very first act of the government instituted in 1789 was to explicitly deny and destroy all the

rights enumerated, except where these rights were claimed by certain classes presumably "better" than other classes.

It was held that he who paid no direct taxes had no personal interest in the conduct of his government, and ought to have no share in its control; that his effort would naturally be directed to a pulling down of the standard of society toward his own level; that in the hands of the educated class, government would so adjust the relations of society that those fitted by breeding and education to improve their own condition would carry the dependent ignorant class with them, or at least show them the way.

Two thousand years ago there was no ignorant, dependent class amongst our ancestors. There was none ignorant, none dependent; all were thoroughly fitted to provide for themselves all things needful in the pursuit of life, liberty and

happiness. There is no truth in history plainer than this: that the ignorance and dependence of the dependent ignorant classes is not the *cause* of class division of society, but its natural and inevitable effect. When a class of men less than the whole secured control of the functions of government, then the two classes, the one in control and the other dependent on them, began to diverge in their way; the one going up, the other down. Just as the biggest hog stands sideways at the trough while the little ones run squealing and distraught from one end of him to the other and back again for a chance to insert their snouts, so do they, and so will always they who control the functions of government, secure their own advancement with little or no regard for the condition of others.

The only efficient antidote against the poison of democracy is a full measure of exact justice; and to administer it is the *function of government*.

WHAT IS MONEY?

BY EDW. J. SHRIVER.

The irrepressible conflict in your columns has heretofore been between Mr. Borland and Mr. Stuart; and the latter's position has seemed to me so much less tenable of the two that I felt recently impelled to intrude myself upon their running discussion. Now, it is Mr. Borland whom I want to criticise for the ground which he has assumed in your April number, in treating the nature and function of money. With the basis upon which he starts out, I have general sympathy, although I am bound to say that it seems to me his selection of the civilization of the Incas as an example which it would be well if we were to imitate, is scarcely a fortunate one. So little remains of the knowledge which I acquired as a boy of that civilization, that I do not form an opinion from that with much confidence; but the picture of the ancient Peruvians which Mr. Borland presents is not so much that of a free people living in contented prosperity as of a community of slaves maintained in a state of comfort analogous to that of the live-stock on a well kept farm, by regulations so rigid that even the age at which individuals should marry was dictated by the public authority, and made possible only by the existence of a religious despotism built upon superstitious belief in a divine origin of the rulers.

Surely this is not a very admirable condition of society by which to pattern, nor would its methods of exchange be adaptable to the state of affairs which we now have, or are likely to have, or which it is desirable for us to have. But more

than this, the objection to gold as a money basis which he adduces is primarily faulty in its assumption that because we use gold to *measure* the values of other things, therefore it is necessarily the substance by the actual employment of which—directly or by representative—we effect exchanges. The assumption is one which, of course, he shares with many other people, but it is none the less erroneous. From it arises the idea that the *total quantity* of gold in existence has an important effect on prices of other articles as a result of its own value being determined by its quantity as compared with the gross volume of all other commodities, which from time to time are offered for sale.

As a matter of fact, the law of demand and supply, invariable as it is, is only the temporary regulative through the operation of which all values seek their natural level—the amount of labor required to obtain the articles whose value is considered. If the supply of gold in existence were really short of the quantity needed to make exchanges, mere "cornering" of it would not prevent—in fact would stimulate—an increased production to meet the demand for it; unless this should prove to be at the expense of more labor than would be worth expending. All values, indeed, are really based ultimately upon a common unit of labor, to represent which all standards of value are more or less crude devices; and if we could but discover a complete representative of this labor unit, it would be the ideal monetary

standard. So far as civilization and invention have gone, gold is the truest representative, because it more nearly than anything else costs an unvarying amount of labor to obtain it; and the fact that improvement of processes has reached gold to a less extent than any other commodity of general production, so that its value as compared with other commodities has been steadily on the increase, is in reality the best reason why it should be used as a standard. Silver, on the other hand, like wheat or iron, costs far less labor to obtain than it did twenty years ago; and a man who pays in terms of silver a debt contracted twenty years ago, would return much less in terms of labor than he had received. When, however, he pays in terms of gold, while he may give back more wheat or iron than was given to him, or the title to other things that would equal more wheat or iron, he will yet give back the product of substantially the same amount of labor as that, the fruits of which he originally enjoyed.

But this whole matter of paying debts, of which so much is made, is of comparative insignificance; because the bulk of trade is carried on by means of quick payments; and as to current debts and credits, which are constantly being renewed, while great masses of men have to render to others a portion of their labor's product as the privileges which they are allowed to use by the grace of those others, the actual balance of debit and credit is a tolerably mutual one. What is of real importance is what is *used* as money, and it is here that Mr. Borland has gone most astray. As trade is conducted now-a-days, it is not the dollars which are issued by either government or banks, whether they be manufactured of gold or silver, or the paper symbols to represent either, that are really used. We exchange the products of our labor by means of book-keeping, in which the banks serve only as our clerical agents; registering with our bank each time that we make a deposit, the fact that we have produced something, transferring to someone else our title to the product, or a portion of it, whenever we sign a check.

Over a system of exchange such as this, the banks have absolutely no control, for they are agents in the matter who must do simply what they are directed to do; and the only influence that the government can have is to define the substance, by the value of which the exchange is measured. Many people have learned to see this new condition of things that has spontaneously grown up amongst us; but few have realized that it has grown to so great an extent in the last ten or fifteen years that today almost the use of the so-called "circulating medium" in

bank vaults, waiting the possible occasions when depositors may depart from their usual custom, and instead of passing on title by means of checks, may demand the cash that they do not really want; a contingency that might be altogether avoided if the banks would adopt a rational system of accepting deposits under a contract that would oblige them to meet those deposits always in the manner that they are usually met by transfer to some other bank. Even the use of "cash" for petty dealings is disappearing rapidly, and already has been limited to such a degree that the bills or coin which are drawn out for these purposes, commonly return to the vaults again in the briefest space of time through the deposits of the retail dealers to whom they are paid.

This, then, is the modern form of currency which trade has invented for itself, and which has really solved the money problem, though our people have not generally recognized the fact. When production stops and men starve in the midst of plenty, it is not because there is not enough money, but because those who control the opportunities of labor, from either greed or panic, will not let men work. Contrast this system, a true product of evolution, with any of the artificial devices already in existence, or with the equally artificial one that Mr. Borland would have us adopt. Let us suppose that the government were to pay its way on the Guensey market-house plan, by issuing scrip that would be receivable for taxes. What guaranty would we have that its amount would be equal to the demand for currency; that it would not be more or less? For what necessary relation is there between the trade of a country, constantly fluctuating, and its public expenditures, within certain limits a fixed quantity? Since endless transactions are carried on that do not touch those concerned in the public service, how would such a currency find its way just where it was wanted? To my mind its surest result would be to create a class of money brokers who would drive a most profitable trade in distributing currency; but at the expense of the people.

We need no such contrivances, for we already have something far better, and we are learning every day to use it more freely, and thus to rid ourselves of clumsy substitutes. What we do need in this money dispute is to thoroughly disabuse our minds of the notion that the number of dollars that are actually coined or printed is of any consequence whatever; and to as thoroughly open our eyes to the fact that the only thing of genuine importance is to insure that whatever substance we agree upon as a measure, until we have arrived at a point when we get a true "labor unit," shall be on the labor cost of producing, which shall be as nearly stable as possible.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and WM. P. DANIELS, MANAGERS.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

E. E. CLARK, EDITOR.
J. A. MILLER, ASS'T.

"CONSISTENCY, THOU ART A JEWEL."

We have never been disposed to think or say that because the decision of a judge or jury was in opposition to our opinions or beliefs they were influenced by any improper motives or that they were corrupt. We have been very slow to believe that the courts were improperly influenced in favor of, or leaning to, the corporate or capitalistic side of questions, regardless of the merit or measure of justice possessed by the cause; but the many decisions rendered by judges of the United States Courts which are so glaringly inconsistent with the intent and spirit of the law upon which they are based, and which are so inconsistent with the principle or idea that all men are equal before the law, have, we are obliged to admit, shaken our confidence in many of that portion of mankind who occupy the federal bench.

Attention has been called, times without number, to the distortions to which the Inter-state Commerce Act has been subjected, in order to find some pretense of basis for a decision or injunction against a combination of working men. The United States laws make combinations of working men legal and provide that they may incorporate as such. The Inter-state Commerce Act was passed for the purpose of preventing discriminations against persons or places by the railway companies. It was intended to provide against the tricks resorted to by transportation companies, such as discriminating rates, transfer of freight, pooling, hauling the long distance at a less rate than for the short distance, etc., under which large business centres and heavy shippers were favored to an extent which practically made it impossible for the small dealer or place to compete for business. In fact, these practices ruined

the business of many a man. An elaborately equipped and expensive commission has been maintained, whose duty it is to see that the provisions of this law are complied with. Numberless suits have been brought by this commission and numberless rulings have been made by them, and what is the result? The long and short haul, the anti-pooling and the anti-rebate provisions of the act are and have been violated indiscriminately and the violators have refused to answer questions in court, while, as soon as they were out of court, they boasted that a pool was in full operation.

Traffic associations are formed, and if some particular company does not conform to the rules adopted by the association, a boycott is openly declared against the offending road; its tickets are withdrawn from sale; through rates via that line are discontinued and every possible interruption to inter-state traffic via that road is offered and indulged in by the boycotting lines. This is evidently considered a gentleman's boycott and the boycotted line or its patrons may apply or appeal to the federal courts for an order restraining these companies from interrupting their traffic or inconveniencing them and they will have their trouble for naught. The boycott goes on regardless of whether or not irreparable injury is done, and the courts, prosecuting attorneys and commissions, continue to serenely ignore it. This is a boycott declared and waged by corporations.

Let a labor organization refuse to haul business for a certain line or to exchange business with that line and an injunction will issue from the federal court restraining the members from interfering with the movement of inter-state traffic, as

quickly as the attorney of the company can draft it and place it before the ready judge for signature. If possible to find any seeming excuse for the act, arrests will be made and the working man who, by adopting the same method he has seen followed successfully, and without let or hindrance from the authorities, by his employer, seeks to improve his condition, will be arraigned for contempt of court. This is a boycott declared and waged by the working people, who have presumed to believe they had the same rights under the law as the corporations, which are but creatures of the law.

The United States Circuit Court for the Eastern District of Louisiana lately decided that "The interdiction by act of Congress of contracts or combinations in restraint of trade or commerce among the several states or foreign nations applies to combinations of labor as well as of capital, which are in restraint of such trade or commerce." Very good, gentlemen. But will you please point out the law or interpretation of justice under which you find this interdiction applicable to the combinations of labor while the combinations of capital violate it with impunity?

The Congress of the United States enacted a law known as the Anti-trust Law. It is intended to restrain as unlawful all trusts or combinations formed for the purpose of controlling the price or production of a certain commodity. We have yet to learn of the dissolution, under this law, of the Whiskey, Match, Oil, Sugar, Coal or other trusts too numerous to mention. Once let a labor trust be formed and let it dictate terms and conditions under which the commodity of labor will be furnished and see how quickly the courts will decide it an unlawful trust or combination and that it is a menace to the public welfare.

The Supreme Court of the United States recently decided that:

The Act of Congress of July 2, 1890, to protect trade and commerce from unlawful restraints and monopolies, only authorizes the circuit courts to prevent and restrain violations of the Act in respect of contracts, combinations or conspiracies in restraint of inter-state or inter-national trade or commerce and does not authorize that court to restrain or prevent contracts and acts of defendants which relate exclusively to the acquisition of the sugar refineries and the business of sugar refining in a state and which bear no direct relation to commerce between the states or with foreign nations; that trade or commerce might be indirectly affected is not enough.

Note the words "that trade or commerce might be indirectly affected is not enough." It is not unreasonable to assume that the same ruling would hold if "trade or commerce" were "indirectly affected."

The United States Circuit Court for the Eastern District of Louisiana not long since decided, and the Circuit Court of Appeals affirmed the decision, that.

An unlawful combination in restraint of inter-state or foreign commerce may exist among labor organizations, although their original purpose and general character is lawful.

The stopping of transportation of goods and merchandise in transit from state to state and from foreign countries which is caused by a strike of all the members of labor organizations in a certain city in all kinds of business in an attempt to compel the employment of none but union men in a certain business, is an unlawful restraint of commerce in violation of the Act of Congress.

In the case of the Sugar Trust, a combination whose existence is clearly unlawful, it is not enough "that trade or commerce might be indirectly affected," but in the case of the labor organization the "unlawful combination may exist" "although their original purpose and general character is lawful."

In the case of the Sugar Trust it is not enough to show that as a result of their unlawful existence and illegal practices, "trade or commerce might be" or is "indirectly affected," but in the case of the labor organization "the stopping of transportation of goods and merchandise from state to state * * * caused by a strike of all the members of labor organizations in a certain city * * * is an unlawful restraint of commerce." In the one case the trust seeks to control the price and production of sugar in a certain state and they do not think or care whether trade or commerce is delayed or not. In the other case the combination of working men seek to control the conditions under which men shall labor in a certain branch of industry, in a certain city, and they do not think or care whether trade or commerce is delayed or not. In either case if delay is caused it is an incident and is caused indirectly.

We have the highest reverence for law, but we insist that the law is for all. We have the highest respect for the courts if they are, in fact, what they profess to be, tribunals of justice. And we want to see the modern interpretation of the word justice adopted and administered by those courts and not the old Bible declaration "To him that hath shall be given and from him that hath not shall be taken away."

We are for justice and for law and order. Without justice we can have no lasting laws. Without law we can have no order and without order we can have no safety or security.

We have never entertained any sentiment of defiance of law, but we have no patience with the disposition to so construe our laws as to eventually place men, who must work in order to live, in involuntary servitude.

We have always maintained that it was improper and unlawful for men to interfere by force, intimidation or threats, with those who desired to work. If a man commits an unlawful act he should be held to an accountability. But we maintain with equal emphasis that men have an

inalienable right, individually or collectively, singly or in such combinations as they may choose to form, to decline to work, except under such conditions as are acceptable to them. If they do no unlawful act it need not concern them if as a result of their simple declination to work, directly, indirectly, abstractly or incidentally, trade or commerce is delayed.

As between the conflicting decisions of the District and Appellate Courts we accept as fairest and most logical that of Justice Harlan, of the Appellate Court, in reversing the decision of Judge Jenkins in the Northern Pacific case, and entertain no fears as to the result if this question ever goes to the Supreme Court of the United States for decision.

THE DOCTRINE OF "NON-PROTECTION" REVIVED.

One of the Tacoma, Wash., papers recently contained an account of the organization of the Supreme Lodge of the Independent Order of Locomotive Engineers in that city. The purposes and principles of this new instrument for the salvation of the workmen are given as follows:

To unite its members in bonds of truth, friendship, sobriety and industry.

To secure for its members the highest possible efficiency in their profession as locomotive engineers, believing that the best interests of humanity, employers and the members themselves will be most advanced by making their services of most value to those engaging them.

To forward their moral, social and mutual interests, enabling them to secure honorable employment when in need.

The purposes of this association, so far as they promise to improve the character of its members, are eminently laudable, but it will be difficult to convince any one who has given the subject thoughtful consideration that it was necessary to bring a new labor organization into the world in order to make these purposes effective. The Brotherhood of Locomotive Engineers has been in existence for years and, in these particulars, its principles are identical with those set forth by the new association, while it has a long list of brilliant accomplishments in the unending struggle for the betterment of humanity to offset the glittering but vague promises upon which its youthful rival bases its bids for public favor. No organization ever has or ever will exert a stronger influence than the B. of L. E. in the direction of bringing each member to "be a quiet and peaceable citizen, true to the government and yielding obedience to the laws which afford protection." No association can boast of having established more favorable relations between its members under which when traveling they "may meet a friend and brother who will do all in his power to serve them."

The declaration "that all difficulties be settled peaceably and amicably without injuring the interests of employers, employes or the public," sounds well and is in hearty accord with the real desires of all true union men. If that same principle is adopted and consistently carried out by both sides in a controversy, it will be easy for

them to settle their difficulties. It is to be feared, however, that the gentlemen who evolved this latest panacea for all the ills of labor were so absorbed in contemplating the grandeur of the abstract truth as it dawned upon them that they ignored the vulgar, but none the less essential, practical limitations with which less gifted mortals are obliged to contend. Unfortunately, human nature will continue to be human nature, and even under the new dispensation it may sometime happen that one of the parties to a controversy will demand to have its own way, and will yield nothing to the rights nor to the needs of the other. Should our friends happen to be that "other," how would they, under their generous and philanthropic plan, secure an adjustment of their trouble save by quietly accepting the terms dictated by their opponent, suffering their wrongs with patience while awaiting that glorious, but exceedingly indefinite reward, which time is said to have in store for those who forbear. This may be the higher view of the question, and doubtless is, since these gentlemen advocate it, but it will hardly need more than one practical example to turn its most ardent converts to thoughts of self-protection, at least until the dawn of the millennium is well under way.

In this connection it may not be out of place to briefly consider the means by which this aspiring association proposes to bring about the accomplishment of its purposes. Its fundamental law requires: "That all its members adopt a non-sectarian, non-political and non-strike platform, consistent with the constitution and fundamental rules of the government of law abiding citizens." This requirement, no matter from what standpoint it is viewed, and no matter how roundabout a way may be chosen to arrive at the conclusion, narrows down to simply this: The members in order to comply therewith must renounce the religious convictions of a lifetime, the teachings instilled into their minds at the mother's knee, their very birthright of thought; they must dismiss from their minds every idea of having convictions as to what is best for their fellowmen, and must surren-

der their right to associate themselves with others for the purpose of improving the conditions under which they labor; in short, they must disarm themselves entirely. If this policy were pursued strictly among any large number of employes in any branch of human activity, they would soon degenerate into mere automatons, performing their duties mechanically, without a thought of their own, and perfectly willing to accept the conditions imposed or the compensation offered by others, regardless of how severe the one might be or how inadequate the other. We are not anxious to participate in, or foment, strikes, any more than we are to engage in a brawl or a fistic encounter with the first tough met on the street, but we are no more ready to surrender the right of thinking for ourselves than we are to carry a placard announcing to the general public that we may be kicked and cuffed with impunity, as we will not resent injuries or seek to defend ourselves from them.

There are in existence several organizations of railway employes commonly known as the "Old Brotherhoods." They have stood the test of time and have accomplished immeasurable good for their members. They command the respect of the public and the employers. Their policy is one of self-defense. It is admitted that they have carried forward a great work in the direction of improving the moral and intellectual standing of railway employes, and there can be no question but they command a much higher degree of respect on account of their disposition to assert their own rights and because of their protective policy, than they would if they were to adopt the policy of absolute surrender, in advance, of every right that is dear to a freeborn, American citizen. It is

not uninteresting to undertake to answer to one's own satisfaction, the question: What kind of a government would we have if the people generally adopted such ideas and carried out such theories as those advocated by this organization? The gentlemen who formulated, if they did not discover, these principles, must have been gifted with a keen sense of humor or they never would have created an organization which must rob each member of his last vestige of independent thought and action, and which delivers him, bound hand and foot, into the power of those who have oppressed the poor through all the ages, and then have written in the name, in flaring capitals, the laugh-provoking epithet, "Independent."

The history of labor organizations among railway employes will show that a majority of those known as the Old Brotherhoods have given the non-protective policy a thorough and satisfactory test, and each has found it necessary to its very existence to adopt the policy of protection. As they have departed from the old policy it has been taken up by various mushroom organizations composed of knots of secessionists, but none of them have accomplished anything. We, of course, are not acquainted with the men who have established this "supreme lodge," but, taking into consideration the history of the last few months, and speaking from a general knowledge of conditions in the labor world, we are inclined to the opinion that if they could get, or believed they could get, membership in the B. of L. E., they would gladly seek refuge under its sheltering wing and not undertake to launch upon a tempestuous sea, an association that, under its avowed principles, stands about as much show of escaping destruction as a ship in mid-ocean without ballast, sails or rudder.

PERMANENT MEMBERSHIP.

The question of permanent membership in the Grand Division has been widely discussed in the columns of our Fraternal Department, and many wild and inaccurate statements have been made as a result of lack of information. It has been asserted that the permanent members were out of the service, and consequently out of touch with the times, and incompetent to intelligently vote from the standpoint of the conductor of today. It has been stated that the permanent membership were not in touch with the Benefit Department.

We have neither disposition nor desire to defend the principle of permanent membership. It is a representation which should never have been accorded, but now that we have them, as a result of the action of past Grand Divisions, we believe in

dealing fairly with them and in treating them in a brotherly manner.

In order to be in possession of, and able to give, reliable information on this subject, we have secured some facts and figures which we give. They may be depended on as accurate April 1st, 1895.

Total number of permanent members.....	86
Regularly employed by the Order.....	5
Actively engaged in train or yard service..	59
Actively engaged in other railway service..	4
Out of railway or Order service.....	18
Members of the Benefit Department.....	62

Thus it will be seen that the permanent membership being nearly all in active service as conductors and very largely members of the Benefit

Department, can not be insensible to the best interests of either.

Forty of these members will forfeit their membership if they fail to attend the Grand Division at Atlanta. Forfeiture of membership from this cause, from suspensions, withdrawals and death, will rapidly decrease the number. None have been added to the list since 1891, and no more can be added.

As to these members being out of touch, a careful study of the records of the Grand Division, together with close personal observation in that body for several years, warrant the statement that

since the meeting of the Grand Division in Toronto, a large majority of the permanent members who have voted in the Grand Division, have voted in favor of all progressive movements, and that as large a percentage of them have favored those methods which have proven beneficial to the Order, as of the rest of the Grand Division.

This is not intended to influence in any way the action of the Grand Division on this subject, but these facts have been gathered for the purpose of giving that body the information which they should have, and now that it is in their possession we confidently leave the matter with them for proper and fair disposal.

WHERE WAS THE CONSPIRACY?

Several months since some Brothers who were employed by the Wabash Railway Company as passenger conductors, were arrested, charged with embezzlement and conspiracy to discriminate in rates, in violation of the Inter-state Commerce Act. These conductors were among the oldest in the employ of that portion of the system and had the confidence and respect of the patrons of the road as well as of the communities in which they resided. *The Detroit Journal* said of Brothers Gibney and Dewey, who were more vigorously prosecuted (or persecuted) than any others, "Both defendants have hosts of friends in the city who have implicit confidence in their honesty, and who believe they will come out of their present entanglements with flying colors." True to the prediction the charge of embezzlement proved to be "no cause for action," and it would seem that the company, in whose employ they had been for years, should have been willing to accept this vindication as conclusive evidence that the word and honor of the tried employes were far above, and far more reliable than those of a gang of disreputable spotters who could hardly be kept sober long enough to tell their story.

But the charges of violation of the Inter-state Commerce Act and conspiracy were pushed and in due course came to trial during the month of April. Every persistent effort was put forth to secure conviction. The prosecution was most vigorously conducted. In charging the jury Judge Swan said the defendants must be found guilty if

it were proven that they had combined or conspired to do an unlawful act, even though the act may not have been consummated. If any two or more of them were found to have been in such combination they must be convicted and the others acquitted. Further, that the fact that the defendants had been acquitted on the charge of embezzlement did not relieve them from liability for violating the Inter-state Commerce Act, if such violation were shown to have been committed. The jury were out twenty minutes and returned a verdict of not guilty.

THE CONDUCTOR congratulates the Brothers on their vindication. The trials have been a source of great annoyance and heavy expense to the Brothers, and it seems as though the effort to convict them under such charges was almost vindictive.

The great Inter-state Commerce Act is, like man, "fearfully and wonderfully made," and, like charity, "covereth a multitude of sins."

The jury said these defendants were not guilty of conspiracy. We believe the jury were right, but we incline to the belief that a conspiracy did really exist in this connection, and that it was one, against the good name of the defendants, hatched and, so far as possible, carried out, by a lot of characterless guerrillas, who, too lazy to earn an honest living by work and too eager to show results from their employment to tell the truth, assassinate character in a most contemptible and cowardly manner.

THE DOCTRINE OF NEGLIGENCE APPLIED TO EMPLOYERS.

Judge Caldwell recently delivered an opinion from the bench of the United States Circuit Court of Appeals at St. Louis, the spirit of which was in full keeping with the one delivered by him in the

now historical Union Pacific case. In the case calling out this last opinion, a Colorado mining company was the defendant, the facts, as nearly as they can be drawn from the published reports,

being as follows: A blast had been fired in the mine, leaving a projecting mass of earth which the men thought to be dangerous. The foreman did not agree, and either directed or suffered one of the men to work under it until its fall killed him. The widow brought suit in the Colorado federal court, where Judge Hallett ordered a verdict for the defendant, on the ground that no negligence on the part of the mine authorities had been shown, and that the death of deceased was caused by one of the risks he assumed when he contracted to work in the mine. This view of the case was supported by Judges Sanborn and Thayer of the appellate court, but Judge Caldwell differed from them throughout, and in so doing treated his brethren of the bench to a caustic criticism for the "summary and extraordinary" manner in which they reached their conclusions. The entire opinion is well worth reading, both as a clear and able exposition of the principles underlying our system of jurisprudence and as a scathing rebuke to those judges who have grown so prone of late to arrogate to themselves the functions of both judge and jury. Our readers, however, will find those parts of most interest wherein the duty of employers to provide for the protection of their employes is fully and clearly set forth. The general argument in this connection is that there are often circumstances in which a much higher degree of duty is imposed upon the employer than upon the servant. Where there is great and unusual danger, a greater provision must be made for the safety of the men. There are many situations where the men cannot know the danger, and it is then the duty of the employer to take greater pains to secure the safety of his men. In amplifying this point Judge Caldwell says:

The doctrine that a mining company can send its employes into the bowels of the earth to conduct its mining operations without making any provision for the proper supervision and inspection of the mine for the security and protection of the miners and the mine, is unsupported by authority, is opposed to sound public policy and is cruel and inhuman. Miners do undoubtedly take upon themselves all the usual and ordinary risks of the business, but what are these ordinary risks? They are the risks incident to the business, when it is conducted by the mine owner according to the customary and approved methods and with due regard to the safety to the miners. The neglect of the mine owner to discharge his duty in this regard is not one of the risks assumed by the miner, but is a negligent act on the part of the mine owner, which renders him liable in damages to any miner injured thereby.

The conditions confronting the miners from day to day, as a rule, are neither unexpected nor unusual. They are

the common and expected incidents of mining, and when the foreman does his duty they are provided for, and are met without accident or any especial danger. There is nothing hasty or haphazard about the business. The error of a majority of the court in likening the customary work in a mine to the sudden calling out of men to work after night on the brink of a rapidly rising river, whose bank is caving in, to save property from destruction by the flood, is too obvious to require discussion. Upon the law applicable to this case the majority opinion is in direct and palpable conflict with the opinion of this court in the case of the Union Pacific Railway Company against Jarvi, and of the Supreme Court in the case of Mather et al. against Rilliston, both of which were mining cases, and which lay down the rules applicable to the case at bar.

Regarding the action of the lower court in taking the case out of the hands of the jury the opinion contains the following forceful passage:

If one thing is better settled than another in our system of jurisprudence it is that the jury and not the judge are the exclusive judges of the credibility of the witnesses. Another rule equally well settled is that a court cannot withdraw a case from the consideration of the jury if by giving full faith and credit to the plaintiff's testimony, it fairly tends to support his cause of action. Never before in the history of jurisprudence in this country has an appellate court refused to give effect to these two fundamental rules when the question was whether the cause should be withdrawn from the consideration of the jury.

In discussing the reasoning of the majority opinion Judge Caldwell says it is "as false in logic as it is unsound in law," concluding as follows:

On the question of the defendant's negligence the opinion of the majority of the court does not, in my judgment, express the conclusion "all reasonable men" or any considerable number of such men would draw from the evidence in the case. The question is one of fact, which neither the majority or the minority of this court is empowered to decide. The constitutional mode of ascertaining the sense of reasonable men on disputed questions of fact in common law actions is by the verdict of twelve jurymen, and not by the opinions of the judges. In their deliberations the jurymen exercise their common sense and bring to the solution of the questions submitted to them their practical experience and knowledge of human affairs, which afford a much better guarantee of a sound conclusion than the technical, subtle and hairsplitting methods that not unfrequently creep into the administration of the law by the judges. It was because the judges were poor judges of the facts that they committed their decision to a jury; and every day's experience confirms the wisdom of their action.

Upon this reasoning the judge decides that plaintiff has a constitutional right to have the facts in her case heard by a jury and that the case should be remanded for a new trial. This opinion will tend to confirm Judge Caldwell in the estimation of the public as one of the most able and fearless of the gentlemen who adorn our judiciary and the unwavering stand taken by him in defense of even-handed justice, no matter who the disputants may be, will go far toward restoring that confidence in our legal tribunals which has been sadly shaken by some of the decisions rendered during the past two years.

The movement now being inaugurated looking toward the enlistment of the railroad men of the country for an united effort to secure their full political rights is a wise one and can hardly fail to produce good results if properly conducted. No one who has given the subject thought

tion the fact that the railroad men, working as a unit, can control the election in every populous state in the union. In order to unify their interests it will be found necessary to ignore party affiliations and give their support to men who are pledged to advocate labor measures and whose

integrity is sufficient warrant that such pledges will be carried out. Having succeeded in electing the men who promise to do them the most good, it will then be found equally necessary to follow their legislative work with the utmost care and be prepared to punish or commend at the next election as the service given warrants. Politicians are not fools and very little of this sort of work will be required to bring them to an understanding of the situation. We will then have the different parties bidding in their platforms for the railroad support and the certainty of punishment in case of treachery will force the performance of every promise. It will not do to forget, however, that a multitude of dangers will surround such a movement and that the enemies of labor will be on the alert to take advantage of every opening offered. Let everyone be willing to sacrifice something of personal preference to the common good; let the plans be thoughtfully considered in every detail; and, above all, let no principle be advocated which will not commend itself to the sense of justice of the unbiased, and a gratifying measure of success is assured from the outset.

The recent decision of the Illinois supreme court declaring the eight-hour law to be unconstitutional, has been as widely discussed as any legal finding in the last ten years, and that discussion promises to be productive of good results before the matter has been finally settled. The Springfield, Mass., *Republican* has the following well considered remarks to offer upon the logical results of the decision, and they are indeed worthy of thoughtful consideration:

If this be the case, then ten-hour laws as well as eight-hour laws, and applying to men as well as women—all laws, in fact, which restrict the right of employer and employe to contract for what hours of labor they may agree upon—are invalid under a constitutional provision guaranteeing to each person the possession of life, liberty and property within the law. Such a conclusion as this in Massachusetts would upset the act of 1882, prohibiting the employment of women in manufacturing establishments more than ten hours a day; the act of 1890, prohibiting the employment of women in manufacturing establishments between the hours of ten o'clock at night and six o'clock in the morning; the act of 1890, making nine hours a day's work for all workmen and mechanics employed by the state or cities or towns, and the act of 1891, limiting the hours of work in factories for both men and women to fifty-eight a week.

It will be seen that the decision is a very far-reaching one and hits some of the most important factory legislation enacted or contemplated in the several states. On the same line of reasoning the United States Supreme Court would have to pronounce the federal eight-hour law unconstitutional.

It does not seem possible that the courts of other states will fall in line with the doctrine laid down by Illinois, especially when such doctrine is opposed to the highest interests of humanity. Should it prove, however, that all our constitutions are against the eight-hour day, steps should at once be taken to amend them until they are something

near in touch with modern thought and progress.

Missouri is now suffering from an extra session of the legislature, but the evils attendant thereon may well be endured if wise legislation is secured on the points given in the call. Among the measures now under consideration the "fellow servant bill" is perhaps the one of most direct interest to the railway employes of the state. As outlined by the gentleman having it in charge, this bill will state in definite terms the liability of the roads to their servants. In defining who are and who are not "fellow servants," the application will be general, applying to all hazardous occupations. It will not, however, fix the amount of the liabilities. The rule of the old English law on this subject, now obtaining in too many of our courts, belongs to the time when a servant, even in England, was but little better than a slave, and it is a disgrace to our jurisprudence that it should be still allowed to limit the rights of free men. Some of our states have in a measure broken away from this absurd servitude to tradition, and it is to be hoped the Missouri lawmakers will place their state in the very van of progress by the enactment of a law securing to all employes their full rights in case of injury. In this same line a measure is being talked of which would require the roads to pension an employe injured in the service and, in case of death from the same cause, to pension his heirs. So far as is known at present, however, this last proposition has not been given definite shape and probably will not be seriously considered as now outlined. There is abundant room for reform in almost every feature of the law bearing upon the relations of the roads to their employes, and the fact that the session opens with the thought of the legislators so generally turned in this direction, gives ground for the hope that before adjournment something may be done which will result in bettering the condition of the men engaged in the railway service of that state.

For some time the leading manufacturers in this and European countries, who practically have control of their particular lines of industry, have been studying the economic conditions in Asiatic countries with a view to securing the benefit of the extraordinarily low wages current there. It is now announced that several of the largest of these establishments will soon be moved to Japan, where they will be conducted almost exclusively by native help. The training this people have received for centuries and their peculiar mental makeup fit them especially for the finer of the mechanic arts and their adaptability has been

proven in a thousand ways. It is claimed that they will speedily make better operatives than any to be found in what we consider the more favored countries. Above all, they will work for from three to five pence per day, and this is undoubtedly their chief claim for consideration in the eyes of the promoters of the plan. The project is unformed as yet and may never get beyond the vivid imaginations of the writers who are giving it circulation, but there are possibilities in it which it would be well for men who are constantly striving for living wages to consider.

One of the most meritorious acts of the late Minnesota legislature was the passage of the

Schurmeier bill, doing away with contract labor in the prisons and providing that the number of prisoners engaged in any productive occupation shall not exceed 10 per cent of the free labor so employed. Every measure which tends to prevent the product of free labor from being forced into competition with prison-made goods is at least a step in the right direction and should not only be encouraged but followed by other states

Of the many encouraging signs of the times there is no one which holds out more of promise to a great body of the railroad men of the country than the splendid crop conditions which now prevail throughout the northwest.

COMMENT.

The movement in favor of irrigation of the arid lands of the west is now discovered to be badly hampered by the existence of our highly incongruous scheme of government. The existence of present state lines places large sections of several of the trans-Mississippi states in a position of dependence upon other states for their water supply for irrigating purposes. This fact has already caused some serious complications, and students of the irrigation problem are of the opinion that it is bound to result in a great deal of friction in the future, if not, indeed, resulting in entire defeat of the plans for a complete and comprehensive system of irrigation. Now comes a Chicago genius with a way out of the difficulty. He proposes an entire rearrangement of the boundaries of the trans-Mississippi states and territories, making the watersheds the dividing lines instead of the parallels of latitude and meridians of longitude, or the courses of rivers, as at present. His scheme would result in cutting up the territory west of the Mississippi into twenty-six states, and it is said to be highly indorsed by the geological survey and the irrigation commission, as it would remove the present difficulties by placing each of the twenty-six new divisions of territory in an independent position with respect to its water supply. There is no more use for twenty-six separate governments west of the Mississippi than there is for twenty-six tails on a cat. The trouble is that there are too many governments there now. And it is proposed to remove the trouble by instituting a few more governments! It is singular that none of the students of this problem are able to perceive the true solution, which is the abolition of state lines entirely—the substitution for the present governments of, not twenty-six new governments, but one new one. It is a question whether

the false remedy would be any easier of application than the true one.

* * *

The principle of the income tax is one which I cannot approve. The idea of granting privileges to individuals which are the fruitful source of unjust incomes, and then taxing away a portion of those incomes for the support of government, while not disturbing their source, is one which appears to me to be founded in absurdity. If one's income is derived from his own exertions, and justly, without interfering with the rights of another, then it belongs to him, and the government ought not to impose a tax upon him solely because of the fact of his possession of it. But if the income is not founded in justice, if not derived from its possessor's exertions, if founded on privileges and opportunities which restrict and interfere with the rights of others, then the obvious course for government to pursue is to tax the source of the unjust income instead of the income itself; to levy the tax upon the cause of the injustice instead of taxing its results. Nevertheless, there may arise occasions when one is constrained to give assent to the application of a principle which he believes to be wrong, as a temporary expedient for the relief of an existing evil when the real cure might be impossible of application at the moment. A mustard plaster may afford some relief to the person suffering with pneumonia, but it takes something besides a mustard plaster to cure the pneumonia. Many persons supported the income tax law because there seemed no prospect that the unjust privileges which are the source of enormous incomes for the few, could be abolished at once, and by taxing these privilege incomes a small portion, at least, of the wealth unjustly exacted from the workingmen might be reclaimed

for the support of government, and the workingmen's burden of taxation so much lightened. A tax upon incomes derived from rents, stocks or bonds, is one that cannot be shifted; it must be paid by the person on whom it is levied, whereas a tax on incomes derived from business or manufacturing enterprises can be shifted onto the consumers of products, by enhancing the price of goods sufficient to make up the tax, or by decreasing wages, which practically amounts to the same thing. Thus, the workingmen's burden is not lightened by taxing this latter class of incomes. It is only trouble for nothing, as labor must ultimately pay the tax anyway. It was the former class of incomes, which reach to an enormous figure in this country, which have attained a magnitude out of all proportion to incomes of the second class, that the framers of the income tax law desired to reach; but now comes the supreme court with a decision that these are the very incomes which congress has no power to tax! Under this decision the eight million dollar income of Mr. Astor cannot be touched, while the manufacturer who enjoys an income of \$4,000, and who can recover the tax by grinding the faces of his laborers, must pay two per cent of the amount toward the support of the government. Under the law as it was framed and passed, Mr. Astor would be compelled to pay \$160,000 yearly to help defray the expenses of government, which amount would be clear gain to the laborers of the country. Under the law as it will be executed, if it is executed at all, the manufacturer having an income of \$4,000 will pay \$80 towards the support of government, and he will at once proceed to recover the amount from his customers or employees, while Mr. Astor may continue to hobnob with foreign potentates and nobles, secure in the knowledge that the government of the United States has no power to tax the income which he extracts from the very heart's blood of his miserable tenants. There must be a screw loose somewhere in our machinery of government when such things can be.

* * *

Incidentally, this income tax decision illustrates the immense hold which the privilege mongers have obtained on all the agencies of government. It lays bare the last resource of privilege, exhibits the power of the "law and order" faction in the community, and accentuates the extreme weakness of the wealth producers to obtain relief from the oppression of unjust conditions under the present scheme of government. The laws under which we are living are only nominally an expression of the will of the people speaking through their representatives in congress; actually, this ex-

pression is a mere fiction. We are actually ruled by laws which are an expression of the opinion, merely, of a majority of the judges of our supreme bench, as to what is constitutional and within the legal right of the people's representatives to make laws at all.

* * *

Whenever the people's representatives are so foolish as to step outside the beaten path of legislation to enact laws clearly in the interest of the masses, and which abate somewhat, the power of privilege over labor, it is only necessary to bring them to the test of the constitution, as interpreted by a majority of our supreme bench, to secure their abolition. Theoretically, such laws are as liable to be sustained as annulled, but actually it is a fact that those laws which are most clearly in the interests of all the people, are generally decided to be outside the intention of the framers of our government that congress should have power to enact. In all really important particulars affecting the details of our social compact, we must submit absolutely to the dictum of five judges holding life positions on our supreme bench—these are our real rulers, our actual law makers. However, the fiction still prevails that laws are made by the people.

* * *

What sort of a position does this place the single tax advocates of the country in with respect to the principle which they are laboring to have embodied in the laws? If it is unconstitutional to tax the income derived from rents for the purpose of obtaining even a small portion of the expenses of government, what shall be said for the constitutionality of a scheme which proposes to derive the entire support of government from rent? Clearly, the constitution must be altered as a preliminary to the introduction of the single tax, that is, providing it has been properly interpreted in the present case, and there is probably at present no valid grounds for the assumption that it has not. The decision is based upon the direct tax clause of the constitution, and it has long been admitted by well informed single tax advocates that this clause would have to be amended before their reform could be introduced.

* * *

This brings up the question how to secure the amendment? It is reported that there is a movement now on foot to push an amendment through the next congress covering this point, which will make the income tax law operative as it was originally passed. This may, or may not prove successful; but providing it is successful, it is only the first step in the process of securing constitutional effectiveness for the amendment. The next and final step is to secure the ratification of the

amendment by the legislatures of three-fourths of all the states in the union. It is something of a task to secure the requisite unanimity of opinion among our state legislators to bring about this result, but it is a task that must be accomplished, nevertheless, if desired constitutional change is to be brought about in a constitutional manner. Workingmen may form some sort of an idea of the extent to which they are hampered in the progressive movement now seeking expression through

their ranks by our ancient instrument of government, by reflecting on the tendency exhibited by this income tax decision; and they must come to the conclusion that they have a herculean task on their hands if they would escape from under their present disabilities by living up to present "law and order" standards. It will require something more than campaign oratory to enable the masses to assume their historic place in the government of the country. "B"

BORROWED OPINION.

A suit which seems likely to prove a very interesting one to manufacturers generally, has, after many delays, come to trial, and at this writing a jury is being impanelled to try it. It is a suit brought by the Dueber Watch Case Company against practically all the leading manufacturers of watches and watch cases, and damages to the amount of \$500,000 are asked as compensation for injury to the business of the plaintiff, which injury is alleged to have been afflicted by a combination of the defendant companies instituting a boycott against the Dueber company. It is charged that because the Dueber company would not enter the combination, the others caused it to be understood throughout the trade that any dealer who handled the Dueber goods could handle none of those made by the members of the combination, and as this meant that a retailer could not offer his customers any of the leading makes of watches or cases unless he refused to offer the Dueber goods, many of them chose the latter alternative, and the boycott was therefore injurious. This happened several years ago, and there is now no combination amongst the manufacturers. The trial will naturally be watched closely, and its result will be important.—*American Machinist*.

Railroad men, of all classes of workingmen, should be most competent to pass upon the matter of their political rights. Their occupation is such as to bring them in close and constant contact with the general public. They have opinions of right and wrong which are consistent and in sympathy with the public at large, and which if brought to their attention in a proper manner, will meet with their approval and support. The railroad employees of New Jersey do not want the earth, they do not or will not ask for anything inconsistent with sound public policy and common sense; they do, however, want their rights and propose to secure those rights, not by supplication or entreaty, but by the power in their own hands which will be used unitedly and consistently to accomplish that which could not be attained in any other manner than that of united political action which the new organization represents.—*The Railroad Employee*.

The value of every member of a labor organization should be estimated by what he has done and is doing to advance the cause of labor. A man who carries a card and wears a pin is of lesser value than he who also organizes and advocates by pen and speech the principles he has pledged himself to uphold. The value of a member rests in the effort and sacrifice

and the injustices heaped upon him for being faithful to his own convictions of right and justice.—*The New Era*.

People whose minds receive and nourish but one idea are apt to become very narrow-minded, and their opinions are not considered as of much value. The best method to pursue is to put our own pet notions aside once in a while and allow our minds to absorb the ideas of others until an intelligent understanding of them is arrived at, then take up our own idea and compare it with the others; forgetting, if possible, that the idea is our own. Such a practice tends to broaden the mind, and the mixing up in our think tanks of our own ideas with those of others results in the obtaining of a clearer conception of the best means to attain the desired end.—*Railroad Telegrapher*.

The past many months of depression in all industries have witnessed a cutting and slashing of wages heretofore unknown in this country. Never before has idle labor assumed so threatening an attitude. Until recently the growing industries of the nation have kept pace with the natural increase of population, in addition to the almost innumerable host of working people coming from other countries. This bitter experience will prove a great educator, and with a return of business will come the fruits of this education. Labor will organize in every branch. Labor organizations will come closer together, and if means can be provided for protecting our working people from foreign invasion, wages will rise to a higher standard than ever known.—*Locomotive Firemen's Magazine*.

Each member of a labor organization should take an interest in its affairs. It is an unwise policy that allows a few to do all the talking and acting. Every member should think, act and assert his individuality. When this is done the union will be successful and prosperous. A few of the members are not the union. A successful era can only be reached by united, concerted and conservative action upon the part of the entire membership.—*Harry Franklin in the Pioneer Press*.

"I see very many signs of a greater interest in their unions on the part of the workers. Everywhere I am told they are paying up their dues and attending their lodges, and it would seem that the general revival of business has something to do with it. It is certain, too, that the laboring classes have had some pretty severe lessons of late in what it means to be unorganized."—*Samuel Gompers*.



Editor Railway Conductor:

Will you welcome to your ranks a new Division from far away Maine?

While the last meeting of Pine Tree Division, No. 66, O. R. C., was in session at Portland April 21, some of the members' wives met at Thatcher Post hall and organized an Auxiliary to be known as "Pine Cone" Division, No. 67, L. A. to O. R. C. The organization was perfected by Mrs. J. A. Sturtevant, of St. Albans, Vt., Acting Deputy Grand President, assisted by Mrs. C. E. Rhodes, of the same place, Acting Deputy Grand Senior Sister. While here they were the guests of Brother W. F. Hodgkins and wife, who rendered them every assistance and endeavored to make their visit pleasant and one to be long remembered.

Twenty nine charter members were present and the following officers were elected: President, Mrs. W. F. Hodgkins; Vice President, Mrs. C. E. Quint; Secretary and Treasurer, Mrs. W. S. Edgerly; Senior Sister, Mrs. W. L. Estabrooke; Junior Sister, Mrs. H. C. Bean; Guard, Mrs. F. S. Ring; Chairman Executive Committee, Mrs. C. C. Berry; Correspondent, Mrs. W. Sprague; Delegate, Mrs. O. W. Clement; Alternate, Mrs. G. A. West.

The ladies dined with their husbands at the Falmouth hotel at 6 p. m., after which all proceeded to Rossini hall, the home of the O. R. C., where the officers elect were installed. How hard it must have been for some of the gentlemen to "please take a back seat"—but they did it cheerfully and gave us a most cordial welcome.

After the installation services, brief remarks were made by the C. C., P. C. C.'s and many Brothers of No. 66, although one frankly admitted that his wife did all the talking. Sister Toner, of Mascot Division, No. 59, who was with us, made a few pointed remarks which were well received. Then singing, introductions and getting acquainted soon sped the hours until near train time.

As our territory includes the entire state, we are to hold our meetings Sundays that we may the better accommodate many sisters who live in

other parts of the state, who will find it much pleasanter to travel with their husbands, who attend their own meeting that day. Many must travel, some over two hundred miles, to be present, and one sister is away from home two nights. Many are able to leave home Sunday morning, attend meeting and, leaving Portland on the 11 o'clock Pullman, reach home at 2, 4 or 6 o'clock Monday morning; that they may be ready for home duties, and the husbands for trains, as usual. Think of that, those of you who leave your homes for a few short hours to attend an Auxiliary meeting, and do not say we are lacking in interest if our meetings are thinly attended.

We have named our Division "Pine Cone" to show our loyalty to our dear old Pine Tree state and our fidelity to Pine Tree Division, which holds so many near and dear ones who are ever in our hearts and minds. The pine cone has been voted the state flower in the national garland by a very large majority and is a name not easily forgotten when one thinks of Maine. No other Division can choose or claim the name, though I doubt not that many hearts throughout the land will feel drawn to us, and would throb the quicker could they but visit the green hills of Pine Tree state.

There are yet many who will join our ranks, and we feel encouraged to persevere, hoping to slowly grow in grace and strength until we shall be known by our good works.

Success to all L. A. and O. R. C. Divisions.
Auburn, Me MAYNE.

Editor Railway Conductor:

Allow me to inform you that Nonpareil Division No. 70, of Clinton, Iowa, was organized on the afternoon of April 8, 1895, under the auspices of D. G. P. Mrs. C. P. Hodges, of Cleveland, Ohio, assisted by Sisters Watson, Nanholz, Gibney, Francis and Dayton, of Cedar Rapids.

Officers elected and installed for the ensuing year were as follows: President, Mrs. W. F. Knight; Vice President, Mrs. N. J. Oakes; Secretary and Treasurer, Mrs. W. C. Gurnsey;

Senior Sister, Mrs. J. Hall; Junior Sister, Mrs. F. D. Townsend; Chairman Executive Committee, Mrs. S. L. Collins; Correspondent, Mrs. C. R. Dickinson.

After the installation of officers, the L. A. and guests, accompanied by the O. R. C., entered the dining room, where a sumptuous feast had been prepared, and was served, under the direction of Sister Upton, assisted by Sisters Knight and Collins. The balance of the evening, was spent in a social and friendly manner. Our D. G. P., Mrs. C. P. Hodges, favored us with instrumental and vocal music, which everyone enjoyed. Among the number who stepped to the music of the orchestra was one whom the writer knows to be past fifty, and he was heard to say that he felt like he was just coming twenty-one. It was only by persistent effort that his wife could induce him to go home that night.

I understand that the addition of Nonpareil made Iowa the banner state. Thus it is the smallest things (as our name implies) are sometimes useful in making the whole. While we recognize the O. R. C. as the hub, we are proud to represent one of the spokes of the Iowa wheel. But let us ever remember, we are banded together by charity and true friendship, the thought of which may be to each one of us an impetus to a broader and nobler life.

We have secured the use of the Odd Fellows' hall, where we will meet the second and fourth Wednesday of every month, and we would be delighted to receive and entertain Sisters from other Divisions at any time.

NONPAREIL.

Clinton, Iowa.

Editor Railway Conductor:

At the grand opening and dedication ball of the union depot, given by Division 23, April 16th, the exercises were quite novel for such an occasion, and proved thoroughly enjoyable to all present. The spacious hall over the baggage room was utilized as a dancing room, being tastefully decorated with flowers, bunting and emblems of the O. R. C., while ferns and variegated potted plants adorned the orchestra platform. These blended with the handsome costumes of the ladies, made the scene a brilliant one. The music was exquisite, being furnished by the Lewis orchestra. The grand march opened at 9 o'clock and was led by W. W. Hinkley and Mrs. W. A. Deuel, wife of the general depot superintendent, two hundred couple following. The dancing continued until nearly dawn, with a short interval at midnight to partake of an elaborate supper at the Oxford.

During the evening all of the numerous offices and halls in the immense structure were thrown

open for inspection, and many availed themselves of the opportunity of getting a look at the inside workings of this busy railway terminal. There were about five hundred present, and the affair was a grand success from a financial, as well as a social standpoint. Much credit is reflected on those in charge of the entertainment, the committees being as follows: Arrangements—Mesdames Sadd, Mead, Beach, Holbrook, Leonard, Kissick, McFarland, Graham, Bartlett, Briggs, Gordon, Edwards. Floor—Mesdames Gilmore, Mundy, Meyers, Ellis, Wise, Steinmetz, M. B. Smith, McKinney, Conboy, Shriver, Clark, Corwin, Tyler, Early Grimshaw. Reception—Mesdames Hinkley, Jones, Ogden, Harris, Jefferson, Ammon, Greer, Miller, Rogers, Smiler, F. Smith, Everingim, Webster, and Messrs. Hinkley, Bartlett, McFarland, Kissick, Conboy, Graham, Webster, Greer.

Denver, Colo.

MRS. A. H. LANDIS.

Editor Railway Conductor:

One might suppose from the long silence of Division 29 that we were sleeping. Not so. We are a very wide awake body. Through the extreme cold of the past winter and spring and the delicate health of our official correspondent, we have not been heard of through the columns of THE CONDUCTOR, but we are progressing slowly and surely. We have had several delightful social gatherings at the homes of different members, which were greatly enjoyed by all, and we hope to resume them soon.

On the 6th of March we celebrated our second anniversary with a social and remunerative gathering at the home of our President. For the delightful supper donated by the different members of our Auxiliary, we charged twenty-five cents each, and some very pretty fancy articles were disposed of by raffle, from all of which we realized quite a nice little sum to add to our bank account. Socially it was a grand success. Sister Leonard presided at the piano and rendered some choice selections; Mr. Kelly also delighted the company with sweet music from the guitar; Miss Libbie Sebring recited "Bill Mason's Ride"; Miss Rollins gave dialect recitals, both pathetic and amusing; Brother Sebring read, in his own clear, good style, General Jackson's poem, "The Red Old Hills of Georgia"; Little Miss Wright and companion danced the scarf dance and tambourine dance, and one sang a pretty little song, "Who'll Buy My Dolls?" Altogether it was a most enjoyable affair and we hope to have many such anniversaries.

Division 29 will be earnestly represented at the Grand Division, in Atlanta, by Sister Leonard

and, from present indications, she will be accompanied by near half of our Division, who look forward with great pleasure to meeting our Sisters from the north, west, east and south, where all will labor for the promotion of the greatest good to our Auxiliary.

NISA.

Memphis, Tenn.

Editor Railway Conductor:

Okoboji Division is nearly a year old and has been heard from only once, but we are not slumbering, on the contrary, we are flourishing.

Our Division gave a "Butterfly" social on Tuesday evening, April 23, which proved a success both socially and financially. We hope, the coming year, to take in more members and thus be able to do much more good work. We are all very much interested in THE CONDUCTOR, especially the Ladies' Department, and thoroughly enjoy reading their letters. Many of them contain useful helps and hints.

Where, I wonder, are our Brothers of Minniewaukon Division? We never see anything from them in THE CONDUCTOR. I think some of them should make themselves known once in a while.

Allow me to assure you that it is our intention to "work for the good of the Order."

Estherville, Ia. MRS. CHAS. TATMAN.

Editor Railway Conductor:

On Sunday, February 24, last, the wives of the members of Divisions 157 and 122 met in Ancient Landmark hall, Boston, and organized Mascot Division, No. 59, of the Ladies' Auxiliary. The organization and installation of officers were conducted by Mrs. J. A. Sturtivant and Mrs. C. E. Rhodes, of St. Albans Division, and we could not but be very much pleased with the manner in which these ladies did the work. This organization is due to the untiring efforts of several ladies and their husbands and I wish I had their names that I might give them some measure of the credit they deserve. We started in with forty-four charter members, thirty-eight being present for the opening exercises. After being organized, we adjourned to meet at 3 p. m. in the hall used by Divisions 157 and 122. The work performed during the afternoon session was quite novel to me, as well as some of the others, as we have a number who were never in a Division room before, but they seemed to enjoy being there very much.

Our next meeting was held on March 24, when the Division was presented with two beautiful gavel, a gift from Brother Page, our Junior Sister's husband. At our meeting held April 28, we had an attendance of twenty-one, all the officers being present. Our President comes seventy-eight miles in order to meet with us, and a num-

ber of the Sisters traveled the same distance, as they live in New Hampshire and all over Massachusetts.

I had the pleasure of being present in Portland, Maine, on Sunday, April 21, and witnessed the forming of Pine Cone Division, No. 67. I was a stranger among them but knew them all before I left. Such a social time I had never experienced anywhere.

I have always enjoyed THE CONDUCTOR, but read it with much greater pleasure since becoming a member of Mascot Division "Good Luck" is the meaning of our name, and we are sure of having it, for we have good and faithful officers and members.

"MET."

Portsmouth, N. H.

Editor Railway Conductor:

On the 28th of March, last, we were organized by our Grand President, Mrs. J. H. Moore, assisted by Sisters Bowen, Rubin and Lowell, of Wisconsin Valley Division, No. 64, of Stevens Point, Wis. Although we start with but twelve charter members we intend to make up in zeal what we lack in numbers. We have named our Division "White Rock," after one of the many springs located in our beautiful village. We meet every first and third Fridays and have held two meetings.

Our officers for the year are as follows: President, Mrs. R. C. Hooley; Vice President, Mrs. F. G. Webb; Secretary and Treasurer, Mrs. R. C. Palmer; Senior Sister, Mrs. C. E. Merrill; Junior Sister, Mrs. J. Quest; Guard, Mrs. L. E. Horn; Chairman of Executive Committee, Mrs. F. V. Braden; Correspondent, Mrs. A. L. Larkin.

In the evening of the day on which we were organized our husbands joined us at the home of Sister F. G. Webb, where we gave a reception in honor of our Grand President and visiting Sisters. A pleasant evening was spent with music, recitations and games, after which dainty refreshments were served.

On Easter Monday the Sisters of Madonna Division, No. 34, of Baraboo, Wis., gave a grand ball in the opera house, to which we were invited. Seven of our Division attended with their husbands, and to say we had a fine time would be putting it very mildly. We were royally entertained by Division 34 and we hope to return the compliment in the near future.

We gave our first social at the home of our Sister Secretary on the 19th of April, and it proved to be a thoroughly enjoyable gathering. There were about seventy-five present, and the evening was spent with games, cards, vocal and instrumental music, and a neat little sum was netted for the good of the organization. A feature

of the occasion was the presentation of a fine oak desk by the husbands of the members of our Division, C. E. Hill, of Waukesha Division, 259, making the presentation speech, which was responded to by our President in a happy manner. These acts of kindness on the part of our Brothers, coming just now, are very gratefully appreciated, and serve to make stronger those ties which now bind us all so closely. May we so live that we may prove ourselves worthy the kindness and interest shown us by our Brothers.

We hope to have many more added to our list of members and I am sure if all knew the many benefits that are gained by a membership in the Ladies' Auxiliary there would be no hesitancy as to coming in. And now, kind Sisters, let us endeavor to do all in our power to maintain the dignity of our profession and thereby attain the highest round in the ladder of success and prosperity.

MRS. A. L. LARKIN.

Waukesha, Wis.

Editor Railway Conductor:

Columbia Division is still in the line of progress, having good meetings and excellent attendance. On April 5, last, every member was present at roll call except one. Sister Hodges was with us on that occasion, accompanied by several ladies from Division 38, of Marion, and we spent a most pleasant and profitable afternoon. One of the pleasing features of the gathering was the initiation of Sisters W. P. Daniels, O. Sackett and E. Daley, to whom a most cordial welcome was extended. We also have two more applications for membership and expect soon to have the ladies with us.

During her stay in this state, Sister Hodges, assisted by the ladies of Columbia Division, instituted new Divisions at Sioux City, Fort Madison, Clinton and Savannah. Each of these Divisions starts out with bright prospects for the future, as all the members are deeply interested in the work. We wish them every success. We found the ladies most delightful entertainers, sparing neither trouble nor expense, and they were ably assisted by the Brothers. We have not forgotten their kindness and look forward with most pleasureable anticipations to meeting them again.

Our second anniversary was observed on the 18th of April by a social gathering. We were pleased to have several visiting ladies and their husbands present from Marion, Clinton and Savannah, which added greatly to the pleasure of the evening.

Our last monthly tea was held at the home of Sister Herrick and was thoroughly enjoyable.

We feel that a good work has already been accomplished by us this year and if all continue their present determined efforts for the good of the cause, much more may be done. A cordial welcome always awaits our visiting Sisters.

Please accept our best wishes for THE CONDUCTOR and all sister Divisions.

Cedar Rapids, Iowa. MRS. J. NANHOLZ.

Editor Railway Conductor:

Phoenix Division, L. A. to O. R. C., was instituted in Ortygia hall, this city, April 25, last, by Mrs. Wiltse, of Philadelphia, assisted by Mrs. Stackhouse. This new Division, we understand is the only one in New Jersey, so, therefore, we must be the banner Division, and so long as no other Division is organized in the state it will not require much effort to keep at the head. Nevertheless, we do not propose remaining idle but intend to try and get all conductors' wives to join with us and make our Division one that Mrs. Wiltse will be proud of. So far we have sixteen members on the charter and hope to have many more before it closes. Of this number eleven were present and took part in the beautiful and impressive ceremony of initiation.

The following are the officers: President, Mrs. W. W. Frasher; Vice President, Mrs. Charles De Reamer; Secretary and Treasurer, Mrs. W. C. Rowland; Senior Sister, Mrs. James McBurth; Junior Sister, Mrs. Thomas Shields; Guard, Mrs. Lewis Baylor; Chairman Executive Committee, Mrs. W. Barber; Delegate, Mrs. Sam Phipps; Corresponding Secretary, Mrs. W. C. Rowland.

We are all counting on Mrs. Phipps representing us at the Grand Division, for Mr. Phipps is the Conductors' Delegate and surely he will take his wife; but in case he don't, why Sister Phipps can sit on the fence and see him go by.

Some of the Brothers are having lots of sport over the debilitated condition of the goat when the secret work was finished, and even accuse that faithful animal of desertion, but we hope to turn the laugh on them when we get the degree team in working order, in giving them the Oh! Why? degree.

We will hold a social shortly at Sister Rowland's by which we expect to raise funds to replenish our treasury.

Our meetings will be Thursday afternoon, every two weeks. We have not secured a hall yet, but expect to soon.

We trust that everything done at the coming Grand Division will be for the best interests of all in the Order and its Auxiliary.

Phillipsburg, N. J. MRS. W. C. ROWLAND.

Editor Railway Conductor:

Keystone Division has begun the year's work with the following officers in the chairs: President, Mrs. Ross; Vice-President, Mrs. Conrad; Secretary and Treasurer, Mrs. Mickey; Senior Sister, Mrs. Hamlin; Junior Sister, Mrs. Cornelius; Guard, Mrs. Clay; Chairman Executive Committee, Mrs. Myers; Correspondent, Mrs. Adams; Delegate, Mrs. Ross; Alternate, Mrs. Hamlin. We have an excellent Division, composed of some forty members, and are still taking in others. One joined two meetings since and another will be ready at the next opportunity. This is an admirable district for our work, as the ladies are so willing to join that they actually volunteer, and the Brothers give us every encouragement. Spring work is now at hand and we will not be able to do much until that has been attended to; then a good many are preparing to go to Atlanta. I think that visit will give us all inspiration, and when we return it will be to take up our work with renewed vigor. By the end of the year we confidently expect to have many new names added to our list. With sincerest wishes for the prosperity of the L. A. and O. R. C.

Harrisburg, Pa.

MRS. M. ADAMS.

Editor Railway Conductor:

Excelsior Division is alive, all are well, our treasury is in good condition, and everything is in excellent running order. Our Division is somewhat scattered, but we still maintain force enough to hold our regular meetings.

At our December meeting the following officers were elected and installed: President, Mrs. C. E. Hoover; Vice President, Mrs. M. Sullivan; Secretary and Treasurer, Mrs. H. I. Mills; Senior Sister, Mrs. A. Swival; Junior Sister, Mrs. Cherry; Guard, Mrs. R. Hall; Delegate, Mrs. O. T. Johnson; Alternate, Mrs. C. Nicholas; Chairman, Executive Committee and Correspondent, Mrs. J. Ehrke. We are looking forward with pleasure to adding a number of new members which will enable us to do better work, and create more interest in a cause to which all railroad circles should be devoted.

What we want to do is to lift up, to enlighten, to ennoble; to fill the lives of the railroad men and their families with happiness; to assist where assistance is necessary; to promote pleasure and good will whenever and wherever we can, and assist in lessening the burdens of those less fortunate than ourselves. We have been somewhat negligent this winter, but with the joyous awakening of spring, we will marshal our forces and start out by giving a series of socials by which we hope to bring together the conductors and their families,

as well as friends, and assist in passing a few pleasant hours by forgetting railroad duties and household cares.

May all Divisions of the O. R. C. and L. A. have a bright and happy springtime.

Des Moines, Ia.

MRS. J. EHRKE.

Editor Railway Conductor:

Last month I had so little to write about that the Brothers and Sisters thought they would supply something, not only to write about but to talk and think over with kind remembrances as long as we lived. Thursday, March 7, was our twentieth anniversary. The Brothers of Garfield Division discovered it through my sister, and with the aid of their wives, planned a complete surprise. They appointed a committee to arrange with their trainmaster, Mr. Ren, to have Mr. Barnett at home on that occasion. His run is from Collinwood east to Westfield, N. Y., therefore he passes through Erie, Pa., and on reaching there Thursday morning, he received a message to return to Collinwood on the first train, as he might be needed as a witness in a law suit, so to the surprise of myself and daughter, he came walking in about noon.

I went to the Auxiliary in the afternoon, and he went down street, (he remembered afterwards that all the boys had a broad grin on their faces when they asked him what he was home for, and etc.,) but nothing occurred to arouse his suspicion until about 8 o'clock, when a rap came to the door and upon opening it, there stood about thirty Brothers, wives and children laden down with packages which proved to be materials for a nice lunch. Nor was this all they brought. Just before serving lunch the house was called to order and Sister McCowen, whom we call mother of our Division, and the boys say mother-in law to theirs, in a very pleasing manner presented us with a dozen solid silver tea spoons, which we shall ever doubly treasure, feeling that love and true friendship from all accompanied the gift.

Games and music were indulged in and all seemed to thoroughly enjoy the joke they had carried out so successfully, for as a Brother said, "Barnett is a fellow who gets on to everything," and to think that he had to give up beat seemed to do them good.

About midnight all said "good night," and wishing us many returns of the same and promising to come again, if we were spared twenty years longer, they left us still surprised but truly thankful for the pleasure they had given us.

On March 28 we gave a dime social at Brother and Sister Arthur's, and were pleased to have so many Brothers with us. If the Brothers could

but realize what encouragement it gives to have them with us, I think more of them would come. Bring your wife, sister, or the sister of some one else with you, and if they are not acquainted, we will promise them that they soon will be. Try it and see.

MRS. F. E. BARNETT.

Collinwood, Ohio.

Editor Railway Conductor:

Saturday, March 30, in Odd Fellows hall, Mrs. J. H. Moore, Grand President, organized "Juanita" Division No. 66 of the Ladies Auxiliary, and in the evening before a large and admiring audience of husbands and Brother Conductors, Mrs. M. V. Shaver was installed as President; Vice-President, Mrs. R. J. Shekelton; Secretary, Mrs. Wm. McCormick; Senior Sister, Mrs. E. A. Valentine; Junior Sister, Mrs. J. T. Meyers; Guard, Mrs. H. Hardesty. After the installation the ladies served an elegant lunch and speeches were made by Brother Beck, Chief Conductor of Division No. 87, and by a number of other Brothers present. Mrs. Moore also made a rousing speech.

Bloomington, as it is the end of so many railroad divisions and so many conductors live here, should have had a Division of the Auxiliary long ago, but has been very slow about organizing. Mrs. Moore, the Grand President, should feel very proud of the success that has rewarded her efforts to establish one here, as it has been tried so many times before and failed.

Mrs. Ida Partridge, of Easter Lily Division No. 10, of Frankfort, Ind., but who now resides here, assisted Mrs. Moore at the public installation, and she also deserves great credit for having worked so hard to forward the organization.

The conductors' wives of Bloomington are going to make their Division a success and make as much progress as any other Division or any of the other "advanced" women's societies or lodges. While we may be a little bit slow at the start and while we haven't gotten along so far as "dress reform" or Trilby matinees, still we aren't going to be left out in anything. With such a splendid lot of officers and with such an able and experienced president as Mrs. Shaver, Juanita Division starts out with every prospect of being a great help to Division No. 87, O. R. C. As every married conductor ought to know, money-getting, not money keeping, seems to be a natural instinct with every woman, whether it be getting her husband's money or the giving of little socials by the women of her Division, and Division women know a great many little ways for making money, and so if the women can hypnotize the men into buying things they don't want, then why shouldn't they be the very

ones to help swell the treasury of some needy O. R. C. Division? So long as they practice their arts and wiles on an inoffending and defenseless public and not on the Brothers of the O. R. C., why, the Brothers shouldn't care.

Of course, as we haven't had any actual experience at these things, we can't tell, so we only tell you what we think. But if we could only tell you how much more independent and how "advanced" we feel now that we have a "lodge" of our own and can really know what a "grip" is and with what a feeling of awe we whisper over and over to ourselves the "pass word" and what delightful shivers run over us when we think how awful it would be were we to say it in our sleep and our husbands should find it out. So you will excuse our seeming to be so proud and haughty now; it's just because it's something new to us, and I suppose that in time, after we get a little bit used to it, we will be just as common and pleasant as anybody. If any of the Sisters will pay our Division a visit we shall be only too glad to welcome them and to make their visit so pleasant they will not soon forget it. Now, as there is a young conductor howling for me, my enthusiasm is somewhat dampened, and such a homely occupation as tending the baby doesn't seem exactly suitable to a "new woman" or to harmonize with the theory of the higher advancement of woman.

Bloomington, Ill.

ERA G. NICKELL.

Editor Railway Conductor:

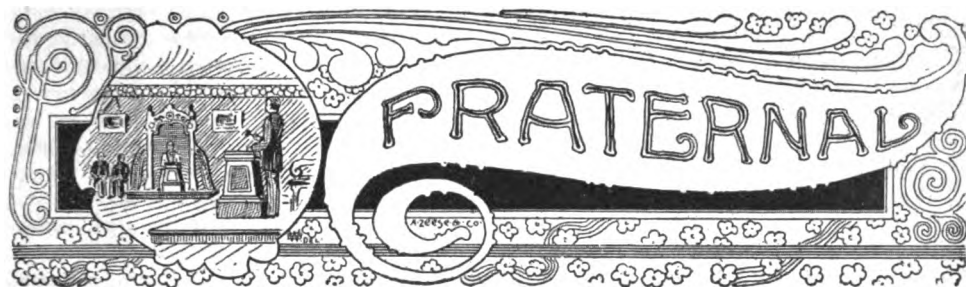
Crystal Springs Division of the Auxiliary was instituted in this city March 21 last by Mrs. Wiltse, Grand Organizer of Philadelphia.

The following officers were elected: President, Mrs. S. B. Dearing; Vice-President, Mrs. M. J. Jennell; Secretary and Treasurer, Mrs. S. C. Blankenship; Senior Sister, Mrs. S. C. Garrison; Junior Sister, Mrs. Thos. Frazier; Guard, Mrs. Austin. In the afternoon we had a private installation of officers, instructions from our organizer and other business of importance. In the evening was a public installation of officers. After the impressive ceremony was over several of the O. R. C. men spoke in a very encouraging way of the L. A. The Oh! Why? degree was given to the O. R. C.'s, which proved they were a brave set indeed. A banquet followed, given by the ladies, which was quite a pleasant feature, and was highly enjoyed by all. Many were the expressed wishes that we may be so pleasantly entertained again in the near future.

With best wishes to all L. A. and O. R. C. Divisions.

CORRESPONDING SECRETARY.

Roanoke, Va.



Editor Railway Conductor:

When I read the letter of Brother Felkner in the March CONDUCTOR some few things occurred to me, and the more I thought of them the more desire I had to remind him of them. In the first place I have been a member of the Insurance Department since, or nearly since, it was first organized. I think the number of my first certificate was 253, and I have paid the assessments since I first joined, with the exception of a short time that I was compelled to drop it on account of not having work, and now I have kept the assessments up for the last two years, and have not had any work to speak of. During all this time I have paid for a good many disability claims. I would like to ask Brother Felkner if he were in my place he would like to have the disability claims knocked out, or if he would like to have any young man assume that he is paying out too much money for old men. I think the young gentleman will have a good many assessments to pay yet before he pays as much money into the Benefit Department as I have, and there are hundreds of others in the same fix. As far as conducting the Insurance Department in a business-like manner is concerned, I do not think the Brothers have anything to find fault about so long as our insurance does not cost any more than it has up to the present time. We have a better policy than can be had in any old line company, or accident company, in the United States, and we have it for less money. Then Brother Felkner can get it at his age. I think the last thing any young member ought to think about is making it any harder for the old members, either by making the assessments any more for them, or in any other way. I have known a number of members who have lost a limb, and with their insurance money have gone into business and maintained themselves and families, and are still doing so. I am not speaking on my own account, because if I don't get work soon I will have to lose my policy, but I will keep it up as long as I can, and I will pay the last assessment just as freely as I did the first. If I had work I would pay them if they

amounted to seventy-five dollars a year, before I would drop the insurance, and be perfectly satisfied at that.

W. H. COBB.

Gladstone, Mich.

Editor Railway Conductor:

At the regular April meeting of 157 it was decided to have some kind of an entertainment, and Brothers A. H. Brown, G. A. Merrill, G. C. Newton, W. C. Sheldon, E. J. Egan, W. S. Kidder, W. D. Copp, C. Y. Cleveland, G. A. Silsbee, with G. E. Smith as chairman, were chosen to take the matter in hand, having full power to act. In response to their invitations, Red Men's Hall was filled to overflowing, on the evening of the 29th, by the Brothers and their friends, fully prepared for an evening of unbroken enjoyment. The program opened with an auction sale of packages contributed by the friends, G. E. Smith officiating as auctioneer, and it proved one of the most pleasurable events of the evening. The fun was uproarious when the boys came to open the packages for which they had been bidding so liberally and found only crackers and articles of like value enclosed. A short program was then furnished by the Eastern Quartette, which has no equal in this section, the Lynn Banjo and Mandolin Quartette, and well known talent from the Howard Atheneum Stock Co., all of which was highly appreciated and warmly applauded. The party then adjourned to Tower Hall, where dancing filled in the rest of the evening. This portion of the program was under the direction of Brothers G. A. Silsbee, W. C. Sheldon, E. A. Hagggett, M. H. Marr and W. D. Copp, and the names of these gentlemen will be ample warrant for the complete success of the entire entertainment. I cannot stop without saying a word for Bro. W. R. Mooney, our efficient S. and T., who has the good of the Order at heart at all times and is always ready to give both his time and money to assist this Division. Now, Brothers, let us assist him by paying our dues, as no member performs his full duty who does not pay his dues promptly.

A portion of the funds derived from our enter-

tainment was given, by vote of the Division, to Division 59, of the Auxiliary, Bro. Brown acting as committee for that purpose. It was thankfully received by Mrs. Washburn, S. and T. of the new organization. Success to No. 59, as the members have already secured the attendance of some of our Brothers who were almost strangers to their Division, and we hope they will now attend every meeting. The more we see of each other the more interested we become and the more good we may accomplish. Our Division is growing nicely. At the last regular meeting in March we had four candidates for initiation, two for the third degree and two to be balloted for, and the prospects before us were never brighter.

Boston, Mass.

G. E. SMITH.

Editor Railway Conductor:

Division 175 is still in existence and in the push, and will be on hand to meet our Brothers who come this way enroute to Grand Division at Atlanta and expect to capture a full delegation coming and going. We pledge you our word not one of them will be hurt.

We are pressing one of our honored sons of toil for a seat in the lower house of the Mississippi legislature in the person of Brother A. J. Smith, conductor on the K. C. M. & B. R. R., a man of true merit, bold and fearless, and not afraid to do right under any and all circumstances.

Some years ago Brother Smith gave up the practice of law and went to railroading, making a success in his last chosen profession. He is watchful of every trust confided to him and ever ready to do a manly and noble act. He is an ardent O. R. C. member and true to every principle of our Order. Brother Smith is no drone. Beside attending to his duties as conductor, he is owner and editor of the *Argus*, of Amory, Miss. Many are the hot shots he throws at corporate monopoly. He is equally ready to uphold and defend the toiling masses whenever they are right (and they are generally right). We have no hesitancy in saying that if the people of Monroe county, Miss., send our good Brother to the legislature they will honor themselves. You will find him in the lead in advocating every measure that will advance the material interests of his people.

The times are propitious and I hope to see the brains of our Order coming to the front and demanding and taking their share of the places of trust and responsibility. There is no use being backward in coming forward, and be it resolved, that the places of trust belong to the honest masses, and resolved, that we are they. Let the watch-word be "special privileges for none, but the greatest good for the greatest number." We

are 20,000 strong; let us use our strength for the upholding and up-building of our country's prosperity and the advancement of the material interests of the laboring masses. Let us see to it that we have representation in state and national legislation, throw off the yoke of do-nothing and go earnestly and determinedly to work for the principles for which our forefathers fought—honest government—and see to it that the vestment gamblers and trust tricksters are sent to the rear. Then may we date a prosperous era, and peace, prosperity and happiness will be the toiler's inheritance.

The members of Division 175, with their friends, will be at Atlanta ready for a good time, which they are sure to have, for we know those Georgia folk of old. We, and all of you, are captured now with hands up (and arms down), and no looking cross-eyed at Atlanta's pretty girls, the sweetest in our south-land.

"LOOK-OUT."

Memphis, Tenn.

Editor Railway Conductor:

In a recent issue one of the Chicago papers stated that the N. Y. C. R. R. was planning to ignore seniority, intending to promote those men only who pass the best examination. This may be all right on roads supplied with superintendents or trainmasters who thoroughly understand their business, but we all know a great many of our roads are officered with men who may have earned their pay while in the offices as clerks, but who, after promotion, are found unequal to the duties of their new position. Many of them when called upon in a case of emergency make decisions the greenest hand should be ashamed of, and it would be manifestly unfair to place the future prospects of deserving railroad men in their hands. It has been my fortune to serve the past twenty-four years on the road and in yards and offices, and during that time I have had to stand examinations by several different officials. Most of them were men who had earned their advancement and were not obliged to stick to the book of rules lying open before them. The rules, of course, are made to go by, but hardly a day passes in which something does not come up that is not covered by them. Seniority hurts no one when the officials understand their business.

When I was employed as general yardmaster, not many years ago, a trainmaster sent for me to assist in examining a half-dozen men for promotion. One of these men had left the farm but six weeks before to take the place of brakeman. He was bright and well educated, and when the trainmaster had him up a few days before, it was found that he knew every word of the book of rules by

heart. If proficiency in the rules had been all that was required, this gentleman would have been promoted within six weeks from the time he made his first trip as a brakeman. Since that time I have been examined by two trainmasters. The last one in particular opened the book and we went through it in one hour and twenty minutes. There were six of us, but we were all old timers, or "old-time rocks off the Q" as the saying is. I have known this same officer from childhood and he has never been able to handle a dispatcher's trick with any degree of satisfaction.

I know of one trainmaster who, when he gets through with you, will know whether you know the rules or not. If, in answer to his question, you give the paragraph in the book of rules word for word, he will ask you three questions and you won't know whether you are alive or dead; he will then explain which is the right way to interpret it, and you will at once see that he understands his business. If all officials were like this one, an examination would mean something.

Du Quoin, Ill.

F. W. CASE

Editor Railway Conductor:

Before this communication reaches the readers of THE CONDUCTOR in the May issue, the 25th session of the Order of Railway Conductors will have convened at Atlanta, Ga., and perhaps finished its great work, legislative, executive and judicial, and the delegates will be returning home to render an account to their constituency of their stewardship. It is to be hoped that no disappointments may follow in the wake of this important event in the history of the organization; and that our representatives may prove themselves intelligent, capable, prudent and discreet at all times. May their deliberations be so productive of good that we may all raise our voices in hearty accord and exclaim: "Well done, thou good and faithful servant." I am aware of the many perplexities attendant upon these meetings, and the persistency necessary many times for accomplishment. I regret being deprived of the pleasure of going to Atlanta and meeting the boys, but circumstances so ordain, and I submit to the inevitable.

Division 89 has crape overspreading its charter once more in commemoration of our deceased Brother, J. W. Anderson, who lost his life a few days ago by falling from his train near the twin tunnels, on the Knoxville Division of the L. & N. R. R., where he was employed as freight conductor. His remains were buried from his mother's home, New Haven, Ky. He was buried under the auspices of the O. R. C. I regret to note so small an attendance of our Brothers at Brother Anderson's funeral, while so many could

have conveniently been present. Brothers, this is the last respect due a departed Brother, and it devolves upon us not to prove lax in this last sad duty.

No. 89 had her usual good attendance present last Sunday morning, and after the preliminaries were over it was discovered that our handsome young Assistant Chief Conductor was sporting his new spring suit, accompanied by a flashy red tie. Brother C. S. Dodson introduced a resolution, which passed unanimously, calling for a box of cigars for the benefit of the Division at the expense of the new suit.

Brother Ike Wright is one of our young passenger conductors, and claims he can punch the star out every time.

Brother John Harris, formerly of the Cumberland Valley Division of the L. & N. R. R., but recently transferred to one of our passenger runs between Nashville, Tenn., and St. Louis, Mo., was in Louisville shaking hands with friends a few days ago. John is one of our handsome bachelor passenger conductors and extremely popular with the fair sex, but he makes frequent trips to Barbourville, Ky., and fails to explain. I think he is going to treat us to a little surprise, but we are "dead on to him."

Brother Joel Smith passed through Louisville with his family a few days ago en route to his farm near North Vernon, Ind. Brother Smith handles a passenger train on the Henderson Division of the L. & N. R. R., but has asked for, and received ninety days lay off to recuperate his failing health among the beautiful hills of Indiana.

I cannot close without acknowledging my admiration for the zeal shown by the Brother from 122 in his letter in the April CONDUCTOR. Keep the good work up. I am in accord with you, and hope I may be of assistance to you in the near future.

MACK.

Louisville, Ky.

Editor Railway Conductor:

I was very much pleased with Mr. Borland's article on money in the April issue, and especially so with the closing part, showing the true remedy with which to put money right where it should be. I also think that his extracts from Peruvian history, showing their condition at the time of Pizarro's conquest, will surely bring the gleam of satisfaction to the eye of every nationalist, socialist or progressive thinker who read them. The extracts show that in a country similar in a good many respects to these United States, especially so in the abundance of its producing capacity, that under a proper and just system of production and distribution, in a nation that has an endless supply of

all kinds of living necessities and luxuries, there would be no such things as poverty and want, because the producers would get a more equitable share of the results of their labors. The government should control all means of production and distribution, and then, under equitable conditions, every man, woman and child would receive a plentiful supply for themselves and all surplus would be stored for the general welfare in case of failure of crops or production in the future. The working hours of the people as a whole would be materially reduced, and the older members would be pensioned off at a certain age with a plentiful allowance for the remainder of their lives. In this way most of the evils existing at present could be removed and everybody, secure in the thought of being provided for in their old age, would certainly have a very different disposition toward their fellowmen than what we now have under the present back-biting, brow-beating, dollar-grabbing, unchristian industrial system. It seems as though it took the fall of nine or ten persons into the mire of poverty and increasing toil to raise one person up in a position where the surrounding elements ought to be pretty near what is desired by most everybody, in the shape of a chance to let up a little from work without being starved to death.

Now this money question is probably the most important of all the factors that will bring about a change in the desired direction. Money is popularly supposed to be a thing that the workingmen may get in the shape of wages, but they must not undertake to investigate the system under which it is issued, because it is too deep for them to understand or to have driven through their heads. There are comparatively few of the workingmen of today who understand how the different kinds of money are issued or realize the tremendous influence for good or evil it has over the nation as a community.

Now, to show the power of the money monopoly, they have a lovely institution known as the national bank (producing defaulters and suicides every day), which a person would suppose to be all right, because the government was behind it. But let us look at it. Myself and six others buy United States bonds having a face value of \$100,000, and drawing 4 per cent interest, payable in advance in gold. We now wish to take out a charter for a national bank, so we take the bonds to the United States treasurer and deposit them, and we then get the right to issue \$90,000 in national bank notes, which is equivalent to giving us back \$90,000. We then go into the banking business, using these bank notes as money, lending them out at interest, etc., and we also receive our in-

terest on the full face value of our bonds after we have got back \$90,000. When the limit expires on the bonds we simply surrender \$90,000 in bank notes, and receive the full value of our bonds, that is, \$100,000. In this way we get double interest on our money—4 per cent on the bonds and whatever we can on the money we lend out of the bank from the \$90,000 the treasurer gave us while he had the bonds locked up. Now, if it doesn't take power to keep such unbusiness-like and absurd laws in force, I don't want a cent. This last issue of bonds was simply to perpetuate the bond system, so that the national banks would have some excuse for living. Now, when any body of men can force the government to run itself in debt simply to benefit these robbers, it shows that they have the power behind them, as shown by Mr. Borland in his extract from the *New York Tribune*, to the effect that they could counteract any action that congress might attempt in opposition to their policy or interest. These banking corporations have such complete control of the money system of this country, that they can reduce the supposedly necessary surplus of \$100,000,000 down to most any figure they desire, thereby frightening people into the idea that the nation is almost bankrupt. (As if the resources of the country were not the same whether there was \$100,000 or \$100,000,000 in the treasury). They can also reduce the amount of money in circulation in such a manner as to cause a lack of sufficient money to do business with, and in that way reduce values and create panics similar to those of 1877-78, and 1893-94.

At present this power is fighting against the issue of silver money, because it knows that it could not control the circulation so easily. It is also against the issue of paper money except that which shall be issued by national banks. The only true remedy is a paper money based on the credit of the nation just the same as the United States bonds. What gives the bonds any backing or value, is it not the national credit? Then why not issue paper money based on the same thing, and redeemable in taxes? But as the country does not seem to be ready to adopt this scheme, why let us have plenty of money by issuing silver, as suggested by "S. P. M." from Colorado. The amount of money in circulation should be sufficient to facilitate the exchange of articles that are for sale, because, to use an illustration given by a professor of Oxford, Eng.: "Money is simply the team of commerce, and is similar in its usefulness to the trucks and carting wagons, you reduce the supply of either, and you limit your ability to exchange your commodities." Therefore it is seen that a plentiful supply of money is to be desired,

the bankers to the contrary notwithstanding.

I am sometimes inclined to think, though, that possibly we get a little too much economics in the CONDUCTOR, and not enough practical discussion of technical railroad problems, so I should be pleased to see articles or discussions upon the air brake, the different interpretations of the standard rules and numerous other interesting questions that come up in every day life of the working railroad man. I would like to get an answer through THE CONDUCTOR upon the following question: How many times a minute can the air-brake be applied without impairing or reducing the braking power more than ten per cent?

Old 122 had quite an interesting meeting last Sunday, and most of those present took a hand in the discussions, with "Whitey" Holdsworth as chief agitator. Past Chief Dunbar got a little mite tired before the Division closed, but he will probably recover, because "Jack" McIsaac sprung a few reactionary jokes on him.

I suppose the Grand Division will be closed before this issue, but we hope the excitement won't come too hard on the members. While I know that the Grand Division will be made up of the best of men, I still expect to hear that the delegates from the New England states loomed up favorably.

Business slightly on the increase. "122."
Boston, Mass.

Editor Railway Conductor:

We were glad to see our Colorado correspondents make as good a showing as they did in the April issue of THE CONDUCTOR. There was a bright letter from Sister Landis, of Division 23, and we find our neighbors at Pueblo and Colorado Springs have "not been dead, but sleeping."

Our Brothers and Sisters who expect to visit Atlanta are the busiest people we know of at present, fixin' up for the occasion. The tailors and dressmakers have put on extra crews, and the busy sewing machine is heard in the homes of the lucky cons who are going. Those from Denver who contemplate taking the trip, are Brothers John L. Kissick, our delegate, and wife, Geo. Thornburg and wife, Geo. Briggs and wife, H. W. Bartlett, our worthy chief, and Mrs. W. W. Hinkley, delegate from Division 23, L. A., and several others. We regret very much that we could not join the throng, but we always were an

unlucky number, and will try and be content to stay at home and rejoice at Divisions 44 and 23 being so well represented. We hope and trust the trip will be one of much pleasure and benefit to those who attend the Grand Divisions, a credit to the two noble orders they so ably represent, and that our Sisters and Brothers will return with lots of good things to tell us, among others, that our CONDUCTOR has been fed till it is large enough to accommodate our reading matter and a roomy department for the ladies. Another is that the ladies will attach insurance to their Order. Sister M. E. S. from Englewood, Ill., in the last issue of our magazine, voices our thoughts to a letter. If conductors insure to protect their families, why not their families insure to protect them?

Division 23 of the L. A. has won new honors by the ball given dedicating our new union depot, on April 16th. It proved to be one of the most successful social events it has been our lot to witness for many sleeps. Come again, ladies, we would like to go to one of your dances every pay day.

We came near getting into trouble by speaking about afternoon socials so we could go, but a grand reception for the benefit of Mr. and Mrs. "Hot Tamales" is promised after the convention is over if we will only keep quiet.

Our Division is doing finely this year, and is decidedly on the improve. We have just learned of the death of A. A. Egbert, who was shot by burglars on the night of April 29th, at Omaha. He was for many years general superintendent of the Colorado division of the Union Pacific at Denver.

Denver, Colo. HOT TAMALES.

Editor Railway Conductor:

I wish to express my sincerest thanks and gratitude to the O. R. C., Division 200 and also Division 336, for the kind assistance and generous help which they rendered through the suffering, death and burial of my beloved son; for their handsome floral tributes; for their kind attendance, in a body, at the funeral, and for all the kindness they have shown me in my most trying time of grief and trouble. May God bless these noble men who are ever ready to assist us in the time of our greatest trial; may our dear Lord protect them all and save them from every danger; and may success and prosperity ever continue with this noble Order.

Bradford, Pa. MRS. JOHANNA DAILEY.



Beside the king stood an officer, bearing a cushion; on it lay the sword of Austerlitz. Marshal Soult handed it to the king, who, turning to Bertrand, said: "General, I commission you to place the emperor's glorious sword on the bier." And Bertrand, trembling with emotion, laid the sword reverently on his idol's coffin. The great company watched the scene in deepest silence. The only sound which broke the stillness was the half-stifled sobs of the gray-haired soldiers of the Invalides, who stood in places of honor near the catafalque. The king and the procession returned to their palaces, and then followed a majestic funeral mass. The requiem of Mozart, as rendered that day by all the great singers of Paris, is one of the historic musical performances of France. The archbishop then sprinkled the coffin with holy water, the king taking the brush from him for the same sacred duty. The funeral was over. Napoleon lay at last "on the banks of the Seine, among the people whom he had so loved."—"The Second Funeral of Napoleon," in *McClure's*.

The extension of Japanese railway systems, the increase in steamship lines, and the general inauguration of industrial enterprises of all descriptions, show no signs of diminution even in these times of commercial and financial depression. Railways extend to every important point in the Empire, whereas, in 1872, there were only eighteen miles of railway. Steamship lines under Japanese control also connect the ports of the Empire with all the principal ports on the continent of Asia, including Bombay. What the future progress of the nation will be in these and in other similar directions, it is, of course, impossible to predict, but of one fact there can be no doubt; that the whole Empire, in every department of labor and enterprise, has partaken of the forward movement which began with Japan's emergence from the sleep of centuries, and that, while failure has been met in some directions, the general advance has been so marked and so successful as to afford the amplest promise for future

prosperity and continued progress.—"The Future of Japan," in *North American Review*.

In all the large European capitals municipal franchises have been granted under such conditions that they now pay a very large proportion of the total municipal outlay. Gas and electric light works, street railroads, and even the cab and omnibus systems, are operated either directly or indirectly by the city, and with a view of contributing largely to the city's revenues. The city of Berlin pays eighteen per cent. of its municipal expenditures from revenues derived from such sources, while Paris pays more than twenty per cent. of its expenditures in that way. * * * *

In Great Britain public companies supply more than half the gas consumed outside of London. Almost exactly one-third of the mileage of street railways in Great Britain has been constructed, and is owned, by the municipal authorities. * *

In America no city has yet ventured upon the ownership of street railways. Only five cities of first importance are proprietors of gas works—Philadelphia, Richmond, Danville, Wheeling and Alexandria, Va. New York City has undertaken neither the business of gas supply nor that of street car traffic. So far as these public rights have been given away of course nothing can be done, though it may be that future generations will regret that even now, at the present greatly inflated values, the city should fail to buy out the companies in control of these privileges.—"A Chapter of Municipal Folly," in *The Century*.

Mr. B. O. Flower, the editor of the *Arena*, contributes a very forcible paper to the May issue of that review outlining the sources of the social evil in modern social and industrial conditions. He gives examples of the conditions under which hundreds and thousands of girls working for the sweaters in large American cities are compelled to live, and shows how they are reduced to the desperation of starvation and forced to make a choice between suicide and dishonor. If cheap clothes mean cheap souls, which are we going to choose?

First in fineness of illustration in the May *Midland Monthly* (Des Moines) is the paper on "The Switzerland of Iowa," by State Geologist Calvin, a breezy sketch of an outing in the northeastern corner of the state. Rev. Dr. Eugene May, of Fargo, has a delightful story of a bicycle ride to the Custer battlefield, with portraits and views. Professor Whitcomb tells a thrilling story of a German student love affair and duel, and Miss Dimmitt concludes her interesting story of "Life in New Mexico." The editor pictures an old Franco-German mountain town. One of the striking features of the number is a true story of the finding of a lost gold mine, vividly told in a letter from Nevada. This is a number to send to your friends.

Number two of Art Idols of the Paris Salon contains six beautiful reproductions of paintings which, together with the artists whose productions they are, have gained a world wide reputation. As in number one, the subjects are from the nude and again each is in itself a treasure. Bouguereau's "La Guipier" is among the most attractive reproductions, while it would be difficult to choose between Coosman's "Cupid as Pilot" and Carolus Duran's "Vision." In fact the collection would be incomplete with any of the pictures removed, and any collection is incomplete which does not include Art Idols. The collections are offered by The White City Art Co., Chicago, \$1 per number, \$4 per year.

There is one class of vessels which is most annoying to those who direct the course of large steamers. These are the small fishing vessels. On the Grand Banks of Newfoundland, on the coast of Spain, and on the coasts of China and Japan, big fleets of these little vessels are found at all times. They show no lights at night, preferring to save the expense of oil, and take their chances of being sent to the bottom; but when they see a big ship rushing down upon them, they light a torch and flare it about. Often they pay for their folly with their lives. The torch is seen too late, or not seen at all, and the great iron bow of the steamship crushes into the frail little craft, perhaps cutting her clean in two; and the unhappy fishermen sink into the foaming wake of the churning propellers, leaving not a soul to tell their wives at home what became of them.—"What the Lights Tell," in *St. Nicholas*.

The passenger traffic on the steam roads of the United States pays 2.14 cents per mile. Trolley roads carry passengers from five to twenty miles for five cents and make it pay, so that we need

not be at all astonished that under such circumstances some steam roads have succumbed to the competition. We believe that today a steady stream of electric cars at short intervals, sent over one of the several roads between New York and Philadelphia, with a speed even considerably less than that attained by the present express trains, but at a reduced rate of fare, would stimulate a traffic that would pay well on the capital invested. We will be able to test this in a practical way, perhaps, within a few months, when the links of the chain of electric roads now constructing between New York and Philadelphia will be complete—"Will the Electric Motor Supercede Steam?" in *Scribners' Magazine*.

The first of May, 1895, is a date of some significance in New York City. It marks the introduction of the eight-hour day among the electrical workers engaged in the building trades. This fact by itself might mean little to those not directly concerned, were it not for the accompanying conditions. The strike undertaken by the men to secure this eight-hour concession called out 10,000 builders, and at one time seriously threatened all the important building operations of the season in and about New York City. It is not the strike itself, however, to which we care to call attention (though it may be worthy of note that in a contest of this kind lasting a month not one act of violence is known to have occurred), but the manner of its ending. Late in March a conference was held at the residence of Bishop Potter, who is chairman of the Council of Conciliation and Mediation, and through the efforts of the council, represented in this instance by its chairman and by Prof. Felix Adler, a satisfactory agreement was soon reached between the master builders and contractors and the delegates of the unions. Committees of the contending parties had conferred together repeatedly without success, but it was found that the moment a mediating agency could be employed in which both sides had implicit confidence the differences were reduced to a minimum. The incident suggests the importance of the service which such boards of conciliation seem destined to render in the near future, as their merits become better known to both employers and employed. The result of the council's kindly intervention in the building trades dispute is a useful object lesson in the advantages of the peaceful settlement of all labor difficulties. The general situation in and about New York City this spring has been greatly improved by the practical and timely efforts of Bishop Potter and his associates.—*May Review of Reviews*.

Brother B. F. Blount, secretary of Division 77, is anxious to learn the present address of Brother Jas. McComb

The many friends of H. S. Rearden, late a member of 89, will extend congratulations upon his promotion to the position of superintendent for the C. P. & St. L. The order making the appointment and fixing his headquarters at Springfield, Ill., took effect May 1.

Brother J. A. Sires, member of Division 40 and conductor on the C., St. P., M. & O Ry., has recently been elected mayor of Altoona, Wis. We are very glad to note the Brother's preferment and entertain no doubt but his administration will be such as to satisfy those who selected him for this position.

Brother M. J. Monahan, of Division 232, reports that Division cards for the years 1889 to 1894 inclusive and receipts for dues for the years 1893 and '94, have been stolen from him. Any Brother finding the same will confer a favor by sending them to Brother Monahan at Houston, Texas, care of the S. P. Hotel.

Brother J. F. Williamson, of Challenger, Arizona, writes us that one C. M. White stole from him certain O. R. C. and Masonic receipts and Card No. 992. He describes White as about 6 ft. tall, small light moustache, grey eyes and two front teeth slightly decayed, and says he will pay a reward of ten dollars to anyone who locates White for him. White follows track work

Brothers R. S. Kayler and W. R. Mathews, Secretary of Division 177, are largely interested in The Blaine Perfection Window Manufacturing Co., of Alliance, Ohio. Brother Kayler is president of the company. They manufacture inside sliding blinds, window and door screens, etc. They will be glad to mail their catalogue upon application. We wish the Brothers success in the undertaking.

The Press, La Crosse, Wis., says, E. A. Sleane, Secretary and Treasurer of La Crosse Division, No. 61, O. R. C., yesterday paid to Mrs. D. H. Yonkers \$3,000 insurance carried in that organization by her lately deceased husband. It is only twenty-six days since Mr. Yonkers died, and the early payment of the insurance speaks highly of the methods of the O. R. C.

The Great Divide is keeping fully abreast with every promise made since its inception and is evidently accomplishing a great work in its chosen field. Its May number is, even more than usually, rich both in artistic and literary features. There is evidence of prosperity on every page and the many friends this journal has made will rejoice thereat and hope that it may continue.

Sample copy of that most enterprising newspaper the *Atlanta Constitution*, dated April 14 and containing thirty-two pages, has been received. One page is devoted to pictures and sketches of officers and prominent local members of the Order and of the Ladies' Auxiliary. There can be no question as to the kindly feelings entertained by this paper for our Order. We predict that during the meeting of the Grand Division it will successfully rival the most pleasing and satisfactory treatment we received at the hands of the Toledo newspapers.

During the regular meeting of Grafton Division, held on April 28, last, it was proposed that the members give permanent form to the high regard and esteem in which they held Brother T. A. Goodman, of Division 152, and the hearty congratulations they extended him upon his triumphant vindication from the charge made against him. Resolutions to this effect were accordingly proposed and unanimously adopted. In this action the members of 190 but voice the sentiments of all the Brothers who have been at all familiar with the true facts of this unfortunate affair.

If you want a complete set of Shakespeare's works, handsomely bound in cloth, in eight volumes 6x8¼ inches in size and printed in large clear type, send us the names of twenty subscribers for THE CONDUCTOR, together with \$20 in payment of same, and we will deliver to you by freight, charges prepaid, the above set of handsome and valuable books. This set sells for ten dollars, but by special arrangement we are able to make this liberal offer. You cannot get them as easily or cheaply in any other way.

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Reciprocity is a principle which certainly should be exercised in general and more particularly in trade matters. Whenever any of our members have any use for any article that is advertised in the columns of THE CONDUCTOR, they should patronize those who advertise with us, and in writing to advertisers, they should be careful to mention the fact that they saw the advertisement in THE CONDUCTOR. By so doing the members will easily increase the advertising in THE CONDUCTOR and the confidence of those who now give us their business. Let each one appreciate the importance of this and do not hesitate to write letters of inquiry to any of our advertisers, as even these are an encouragement to them and show that their advertisements are read.

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On April 21, Division 374 was organized at Elmira, N. Y., by Brother Wilkins. The charter membership of this Division is composed entirely of new members of the Order. Their ranks will be augmented by transfers from other Divisions in the near future and the success of the new Division is assured.

On the same day, Division 375 was organized at Greenville, Texas, by Brother W. R. Bell of Division 57. Brother Garretson was rather unexpectedly able to be present with them during the latter part of the day. This Division starts out with a nice charter membership, and though composed principally of those who were formally members of the Order, the Division will undoubtedly fill a want long felt by the conductors and members running into Greenville.

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The very liberal arrangements made by many roads for the transportation of delegates and their wives to the Grand Division are evidences of a very friendly disposition and are most highly appreciated by the entire Order; but we cannot refrain from making special mention of the kindness of those roads which have placed special trains at the disposal of our members. The

Louisville & Nashville System has added to the long list of courtesies extended in this connection in the past. The same is true of the Nashville, Chattanooga & St. Louis, and the passenger agents of these two lines have interested themselves very much in arranging so that all who leave Cincinnati, Louisville, Evansville, St. Louis or Memphis via L. & N. on the evening of the 12th will be taken by special train over the N., C. & St. L., Nashville to Atlanta on the 13th, thereby being furnished a daylight ride through one of the most interesting portions of "Dixie."

No road has been more liberal and none have extended courtesies more cheerfully than the Southern Railway. This system will furnish a special train for the use of our members and their wives, leaving Washington at 8 p. m., May 12, arriving at Atlanta about 5 p. m., of the 13th. This road will also take, from Chattanooga to Atlanta, the special provided by the Queen & Crescent, which, not in any way behind the others, will run a special from Cincinnati to Chattanooga, leaving Cincinnati at 8:30 a. m., Sunday, the 12th, arriving at Atlanta about midnight. Especial interest has been taken in preparations for these trains by Brother Fox, Secretary of Division 107; Brother Dodson, Secretary of Division 89; Brothers "Bob" Cowardin and Joe Latimer, of the N., C. & St. L.; Brother Fred Bush, of the L. & N., and other passenger agents of these two systems; by W. H. Baldwin, Jr., Vice President of the Southern, and by W. C. Rinearson, General Passenger Agent of the Q. & C. Mention of these special trains would have been made in our April issue but for an unfortunate misunderstanding, which we regret.

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As our members have been from time to time advised, a rather poor counterfeit of our Division card has been in the hands of a gang of crooks, who have been victimizing everybody in connection with railroads who they were able to impose upon. Letters have been written to railroad officers, generally applying for situations, for the sole purpose of securing a copy of the official letterhead of that general officer and his signature, which they, of course, secured from his reply. From these, they counterfeited letterheads and after writing requests for passes for certain fictitious persons, they traced a forgery of the signature and it is certain that in this manner, they have secured a very large number of passes, which have, with great regularity and promptness, been placed in the hands of scalpers for sale. Most positive evidence of this was found in the effects of W. A. Burns, whose picture was given in a late

copy of THE CONDUCTOR. Though but little has been said on this subject of late, the matter has not been allowed to rest, and we are very glad to be able to say that as a result of the very earnest work of Brother E. E. Williams of Division 3, acting under advice from this office and assisted by the proper authorities, four of the gang, including the leaders, are now in jail in St. Louis. Counterfeit cards of our organization, of the B. of L. E. and various letters in various different names were found on their persons. Two or three of these proved to be the same ones that were under surveillance in Chicago, although they have lately been sailing under different names. One of the parties arrested is, at the present time, a member of the Order. In this office we have suspected that he was a member of this gang and that he was the one who was furnishing them information, which he was solemnly obligated not to divulge. His being arrested in this company and with various blank and counterfeit cards, etc., in his possession, of course convinces us that our suspicions were correct. Full information and pictures and full descriptions of the guilty ones will, if possible, be presented at an early date. The Chief of Detectives, the Chief of Police and the Prosecuting Attorney of St. Louis took hold of the matter with great earnestness and soon had good cases of forgery, fraud, obtaining money under false pretenses, etc., against these offenders. A hearing was recently had in that city and Ed. Wheeler, alias Halliday, C. L. Harris, John McDermott, Thos. Ryan and J. W. Robbins were all held to the grand jury on three counts, their bail being fixed at \$1,000 on each count. Robbins is a member of Division 92. Thos. Ryan had in his possession Division card No. 2692 issued to W. E. Wright of Division 216, which had been stolen from Brother Wright and changed to W. E. Winn of Division 111. It is to be hoped that we are rid of all our perjurers. There is no doubt but that the coming Grand Division will take such action as is necessary to protect the Order against further imposition.

"I could not help contrasting the odd appearance of the red-shirted bushmen scattered over the plain, shouting, coo-ee-ing and cracking their long stockwhips, with the familiar hunting scenes to which I have been accustomed in England, and I felt bound to admit that, apart from the novelty of the sport, the zest imparted by the hazard of a headlong gallop through such rough country, made kangaroo hunting even more exciting and enjoyable than fox hunting.

"The old man struggled gamely on, but the scrub was too far away. A couple of hundred

yards from its friendly shelter he turned and placed his back to a huge conical anthill. The dog Castor, who was in the lead, jumped for his throat, but was hurled yelping to the ground, his belly gashed open with one blow of the old man's formidable claws. But Pollux was at hand to avenge his brother, and ere the gallant old man could repeat the blow he was pulled to earth, and Harte, arriving at that moment, jumped from his horse and administered the *coup de grace* with a blow between the eyes."—*Outing* for May.

The Home for Aged and Disabled Railroad Employees acknowledges receipt of the following donations for the month:

O. R. C. DIVISIONS,

169	Mitchell	\$ 1 00
214	Crockett	5 00
281	Shipley	16 00
327	Smith	3 75
368	Sheffendecker	3 00
44	Gardner	5 00
330	Hedgecock	1 00
14	Mullen	8 00

Total\$42 75

B. R. T. Lodges	\$121 95
B. L. F. Lodges	45 00
B. L. E. Divisions	32 00
G. I. A. Divisions	8 75
Personal	2 60
L. A. to O. R. C.	25
Chain letter	4 45

Grand total\$257 75

F. M. INGALLS, Sec.

Rudyard Kipling will shortly return to India, where he will prepare, for *The Cosmopolitan*, twelve articles to appear in the American and English editions of that magazine. India is one of the most interesting of countries, and Mr. Kipling is able to write of it as no one else. His work will be looked forward to with world-wide expectation. Perhaps the most beautiful series of pictures ever presented of the Rocky mountains will be found in a collection of fourteen original paintings, executed by Thomas Moran for the *May Cosmopolitan*. To those who have been in the Rockies, this issue of *The Cosmopolitan* will be a souvenir worthy of preservation. This number contains fifty-two original drawings, by Thomas Moran, Oliver Herford, Dan Beard, H. M. Eaton, F. G. Attwood, F. O. Small, F. Lix, J. H. Dolph and Rosina Emmett Sherwood, besides six reproductions of famous recent works of art, and forty other interesting illustrations—ninety-eight in all. The fiction in this number is by F. Hopkinson Smith, Gustav Kobbé, W. Clark Russell, Edgar W. Nye and T. C. Crawford.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, May 1, 1895; Expires June 30, 1895.

Assessment No. 295 is for death of J. W. Anderson, April 20, 1895.

BENEFITS PAID FROM MARCH 21 TO APRIL 20, INCLUSIVE.

Ben. No.	NAME	Div.	Cert. No.	Series.	FOR	CAUSE.	AM'T.
832	Chas. Dobson	11	400	C	Death	Typhoid fever	\$3,000
833	E. L. Pitts	252	1807	A	Dis.	Loss of leg	1,000
834	Wm. Broderick	3	4465	C	Death	Grippe	3,000
835	Jas. Heasley	216	276	A	Death	Sarcoma	1,000
836	Jos. Drinkwater	197	300	A	Death	Accident	1,000
837	D. H. Yonkers	61	4319	C	Death	Heart failure	3,000
838	R. C. Mullan	114	3074	A	Death	Pneumonia	1,000
839	J. S. Kensinger	3	2145	A	Death	Heart disease	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,057; Series B, 2,819; Series C, 4,615; Series D, 369; Series E, 76. Amount of assessment No. 295, \$26,396; total number of members, 12,936.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to March 31, 1895.....	\$1,915,185 40
Received on Expense Assessments to March 31, 1895.....	41,728 30
Received on Applications, etc., to March 31, 1895.....	29,787 40
	<u>\$1,986,701 10</u>
Total amount of benefits paid to March 31, 1895.....	\$1,885,867 00
Total amount of expenses paid to March 31, 1895.....	67,096 69
Insurance cash on hand March 31, 1895.....	33,737 41
	<u>\$1,986,701 10</u>

EXPENSES PAID DURING MARCH.

Fees returned, \$49.00; Stationery and Printing, \$22.75. Postage, \$280.00; Salaries, \$359.17; Assessments returned, \$5. Total, \$715.92.

Received on Assessment No. 292 to April 20,.....	\$24,770 00
Received on Assessment No. 293 to April 20,.....	12,183 00
Received on Assessment No. 294 to April 20,.....	4,504 50
Received on Assessment No. 295 to April 20,.....	1,361 00

WM. P. DANIELS, Secretary.



OBITUARY

Holland.

The beloved wife of Brother Jos. Holland of Wasatch Division 124, was suddenly called away by heart failure on the 6th of March last. Deceased was not only beloved by her home circle but was endeared to all who shared her acquaintance. Resolutions of sympathy for the bereaved husband were passed by the Division at the last meeting.

Johnston.

Resolutions have been adopted by Division 151, conveying the condolence of the members to their Brother, Chas. W. Johnston, in the death of his beloved wife.

Shields.

Division 100 is again in mourning. Brother Chas. Shields, 42 years of age, met his death while in the discharge of his duty in the C. H. V. & T. yards at Columbus, Ohio, at 2 o'clock Sunday morning, April 21. He had been in the railroad service twenty-two years, commencing as brakeman on the third division of the B. & O. at Grafton, W. Va. Since then he has been in Texas and the far west until he came here in September, 1894. Brother Shields was well liked by all his associates and was a good member of our Order and meeting days always found him in the Division room. The remains were accompanied to Grafton, W. Va., by our Chief Brother E. M. Draper and Brother G. S. Rogers, and the funeral held at Pruntytown, a small village eight miles from Grafton, which was Brother Shields' birth place, under the auspices of Grafton Division 190, O. R. C. May his soul rest in peace.

Corwin.

Brother O. B. Corwin, of Division No. 292, died at his home, 6423 Aberdeen street, Chicago, Ills., after a prolonged illness of over nine months. Brother Corwin was an old time railroad man and had been running a passenger train on the B. & O. R. R. for the past ten years. He was 52 years of age and a member of the Mutual Benefit department. The funeral was held at Columbus, Ohio, his former home. A wife, son and two daughters are left to mourn his death.

Lloyd.

The home of Brother E. A. Lloyd, secretary of Division 86, has been desolated by the death of his beloved wife, which occurred on the 15th of last April. The sympathy of the entire Order will be extended to Brother Lloyd and his children in their hour of supreme sorrow.

Sackett.

Mrs. Homer Sackett, mother of Brother Orange Sackett of Division 8, died at the family home in Avon, N. Y., on the 22d ult. This death brought to a close a long life of nearly 76 years duration, filled not only with loving ministrations to those who were bound to her with heart ties, but with those quiet daily deeds of charity and mercy which crown the truest womanhood. Some measure of the high esteem in which she was held was shown by the number of friends who gathered to pay their tribute of respect to her memory and by the number and richness of their floral offerings.

Boylson.

At the regular meeting of Prosperity Division No. 49 of the L. A., held April 24th, resolutions were adopted expressing the sympathy of the members with Brother and Sister Boylson in the death of their beloved son Willie.

Buie.

Brother R. H. Buie, of Division No. 175, was killed by a fall from his caboose near Jackson, Miss., on the 15th of last April. Deceased was a native of Charleston, S. C., and was nearly 41 years of age at the time of his death. A true Brother, a devoted husband and loving father has crossed the dark river, leaving a wife and two children to mourn his untimely death. May his soul rest in peace and may God in his infinite mercy give solace to those upon whom the burden of this great grief rests most heavily.

Smart.

Martha L., wife of Brother W. L. Smart of Division 196, died at their home in DeLand, Fla., on the evening of March 17 last. In her was lost a loving wife and mother and a true christian woman, whose pure life was a constant source of inspiration to all who were favored with her friendship.

Townsend.

Brother F. M. Townsend, of Division 102, died at the home of his parents in Hopkinsville, Ohio, April 15 last, aged 33 years. Deceased had been a sufferer from consumption for some years but met the suffering attendant thereon with a calm fortitude characteristic of the man. A loyal Brother, his death has left a vacancy in his Division that it will be difficult to fill, and the sympathy of the members with the bereaved parents was the deeper because of the loss they had sustained. The funeral was held at Mainsville, Ohio, on the 17th and was largely attended.

THE RAILWAY CONDUCTOR.

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CEDAR RAPIDS, IOWA, JUNE, 1895.

NO. 6.



CONTRIBUTED.

THE SILVER QUESTION.

BY W. P. BORLAND.

It is not so long ago as to be beyond the memory of the oldest inhabitant since the tariff was the supreme political issue before the country; protectionists and free traders alike exhibited profound solicitude for the welfare of the wage earners; a vigorous campaign of education was carried on with the view of enabling them to obtain correct ideas on this all-important question; and their votes were solicited to sustain one side or the other of the argument, on the plea that irretrievable disaster awaited the country unless this question were speedily settled after the ideas of either the protectionists or the free traders, as the case might be. But now, although the tariff question is by no means settled, although it is no nearer a solution than it was in the days when the arguments concerning it were advanced so confidently, its importance appears to have diminished, and, considered as a question of practical politics, it has, for the moment, entirely dropped out of sight. Free silver, instead of free trade, is now the remedy which is to put dollars uncountable into the pockets of the wage earners and deliver the agriculturists from the horrors of fifty cent wheat and five cent cotton. Sound money and free silver, instead of protection and free trade, are now the battle cries of the respective political factions which have taken it upon themselves to look after the welfare of the wage earners, and instead of the tariff question—the solution of which was formerly urged as a matter of such supreme necessity, and which still remains unsettled—the votes of workmen are now as confidently solicited for the solution of the money question.

Conceding that those who mould public opinion for political purposes are honest in their beliefs, this rapid change of front is evidence that they have discovered an error in their former reasoning, is evidence that they have by some process discovered that the solution of the tariff question after the respective plans laid down is not the sole condition for the introduction of industrial prosperity; and, considering the extreme fallibility of the human intellect, it is within the bounds of probability that the same observation may be justly applied to the propagandism of the respective theories of money now so vigorously being pushed—all in the interests of the workmen, of course.

Concisely stated, the leading facts upon which the money argument as it is now being presented to the country is based, are as follows:

Practically, we have had the single gold standard of money in this country since 1853; legally, we have had this standard since 1873. Prior to this latter date the debtor enjoyed the option of paying his debts in dollars containing either 23.22 grains of pure gold or 371.25 grains of pure silver, when properly stamped and certified by the mints, as suited his convenience. The legislation of 1873 deprived him of this option. The silver dollar was then struck from our list of coins, silver was denied the right of free coinage and made a limited legal tender, and the gold dollar was legally established as the single unit of value in our monetary system.

During the period since this action was taken we have had an almost uninterrupted era of falling prices; wages and the prices of products have

enormously declined; debts have increased enormously; homes and other classes of property have been sacrificed, and their owners forced into bankruptcy; and all classes, except creditors and the holders of money obligations, have suffered. The silver advocates claim that this undesirable condition has been brought about solely by the action of the government in demonetizing silver; the effect of that act being to reduce the volume of money of ultimate payment to the limits of the available gold supply, and, because of the increased demand on gold for money purposes, the supply not keeping pace with the demand, the gold standard is a constantly appreciating one; that is to say, prices for labor and its products constantly decline because the commercial value of the money material constantly rises. The thesis of silver may be stated in the language of one of its most earnest advocates, Senator Stewart, as follows:

"A constantly increasing volume of money is necessary to supply the increased demand, arising from the growth of population and business. A decreasing volume of money, as compared with the demand, is disastrous. It compels the debtor to pay in dearer money than he undertook to pay when he entered into the contract. It discourages enterprise, because property, produced or acquired by the investment of money, declines in price, and thus the probability of profit upon any venture is diminished. When money is advancing in value, or, what is the same thing, is increasing in purchasing power, the human instinct of gain induces investments in money. Such investments are made by exchanging property for money, with a purpose to hoard it, or for bonds and other credits, which are investments in money futures. Investments of this character do not create wealth, but absorb wealth already created. When prices are rising, the same instinct leads to the acquisition of property. Property is acquired by purchase, and by production which results from the employment of labor. The employment of labor in production is the source of all wealth and prosperity. Speculators of every description, including dealers in money, in the language of Wall street, 'go long' on these things, whether property or money, which are rising in price or value, and 'go short' on those things which they believe to be on the decline. Since the demonetization of silver, money has been appreciating in value, and the competition to acquire reliable money futures has been so great as to induce people to accept very low interest, in view of the prospect of an increase in the purchasing power of money invested. The decline of prices has been so serious as to induce prudent men to go short on property,

by declining to engage in new enterprises, and by converting their property into money futures. Enforced idleness, produced by the enhancement of the value of gold, or what is the same thing, the fall of prices, has withdrawn the progressive and the ambitious from productive undertakings, and has led them to seek wealth by investment in money futures."

From the wage earners' point of view, then, the remonetization of silver is to benefit them by inaugurating an era of rising prices, which, acting on the human instinct of gain, will induce men to engage in the production of wealth, and as wealth may only be produced by the exertion of labor, this will furnish employment for wage earners, and increase their wages by reason of the increased demand for labor. Prosperity is to be visited upon the wage earners by increasing prices to such a point as to make it more profitable for the owner of money to engage in labor employing occupations than to hoard his money, or to invest it in bonds or money futures. The theory is a pretty one, but it seems to me that there are many weak points contained in it. It seems to me that the argument ignores some very essential economical facts. The attempt to visit prosperity upon the workmen at second hand, that is to say, to establish prosperity for them indirectly, by legislating prosperity upon the employers of labor, is one of those fatuous efforts to override economic laws which ought not to receive much consideration from wage earners. It is only the protection argument in another form, and it is perhaps unnecessary to point out to workmen the fact that, as applied to them, the economic results of the protective policy have not been particularly pleasing. But, would free silver establish general prosperity for the employers of labor? Would the remonetization of silver establish the permanent condition of a rising market and render investments in wealth-producing occupations generally more profitable than investments in money futures? It is impossible to show that it would do anything of the kind. The silver argument involves the fallacious assumption that price may be established and maintained at the *highest* instead of the lowest cost of production of a commodity. This condition, which is the direct antithesis of the economic law of the market, must be brought about in order to establish profitable conditions of production for those employers who have been compelled to suspend operations through the continuous fall of prices. The tendency of competition is to establish the exchange value of commodities, of which price is merely the commercial expression, at their lowest costs of production; and to cheapen

all commodities alike until a general level of profit is attained throughout the whole area of production. The silver men talk about the disastrous consequences of a falling market; it would be interesting to have them point out how it is possible, under the operation of economic laws which they make no attempt to analyze nor dispute the operation of, for there to be anything else but a falling market. A rising market is only possible when a commodity has fallen in value below its normal cost of production, causing a shortage in supply, or under the influence of a corner, combination or trust which controls the market; and it is needless to point out that this latter is one of those exceptional causes of rising prices which do not benefit the average producer to an extent sufficient to establish permanent conditions of prosperity for him. And, moreover, it is fickle and temporary in its action. The law of the market is, that those commodities which are scarce, and therefore relatively high in value, tempt men to produce them until the increase in supply has brought down their value to a point at which there is no more profit to be made out of them than out of other commodities. The general level of profit thus attained is further exploited until the general increase brings down the price of all commodities to their cost of production, the equivalent of which is called their normal value. This cost of production is the final check to the increase of supply, since when it is reached, any further production must only result in loss to the producer. Jevons demonstrated that the value of a commodity is a function of the quantity available, and may fall to zero when the supply outruns the demand so far as to make the final increment of the supply useless. [See "Theory of Political Economy," by W. S. Jevons.]

Now, it is quite true that the general tendency of the market for the past twenty years has been to establish the price of commodities at a point below their cost of production for many producers, thus forcing them out of business, and, as a consequence, throwing many workmen out of employment and intensifying the conditions of competition in the labor market. But it is not true that any general rise in prices, as contemplated by the silver advocates, will remedy this condition. It is not true, because a general rise in prices will tend to the advantage of all producers alike, and the condition which the silver men complain of is a relative, not an absolute condition. It is not true that there has been such a general fall in the prices of commodities as to bring their value below the normal, for if this were true, production must have ceased entirely. The fact is that the price which means ruin and

bankruptcy for some producers means an enormous profit for others. These latter, by means of either legislative favors, economical processes, superior locations, or some other cause, it matters not what, are enabled to produce more cheaply than others, they are enabled to market the product at a lower cost of production than their would-be competitors, and, by the law which says that the exchange value of the utility of the least useful portion of the supply fixes the value of all the rest, this lowest cost of production establishes itself as the market price, and those producers who are unable to conform to it must cease operations.

Now, in order to enable these producers who are thus forced out by the law of the market to resume operations on a profitable basis, the relative disadvantage under which they labor with respect to their successful competitors must be removed. There must be either a leveling up or leveling down of the conditions of production, so as to place all producers on the same footing. Either those who produce at the lowest cost must be shut out of the market entirely, or cost of production must be established at a point where there will be profitable conditions for all who wish to produce, and kept there, disregarding or annulling the law of the market and the effect of competition on prices. And we are told that, in effect, these relative disadvantages may be removed by inaugurating a general rise in prices! It is a wonder that the very able men in the ranks of the silver advocates do not perceive; it is a wonder they have not the courage to admit the weakness in their argument. Let us suppose prices were doubled. Here is a commodity whose cost of production stands at one dollar for a producer who has recently been forced out of business because another producer was producing it at a cost of 75 cents, and marketing it at 95 cents, thus making a big profit at a price which meant only bankruptcy to his competitor. Price goes up to a dollar ninety, and here there is seemingly an enormous profit for the dollar producer. But the rise in price is a general condition, and the visions of wealth which the dollar man saw in the dollar ninety price fade away like the morning mists, because, alas! he is now no longer a dollar producer. In the alliterative phraseology of Grover Cleveland, who is sometimes right, though generally fat-witted, he is "vexed with vanishing visions."

The rise in price, being general, the dollar producer is at the same relative disadvantage with respect to his 75 cent competitor as he was before. The relative differences in cost of production will remain as before, because the prices of all those

items entering into cost of production will rise for the dollar producer equally with his 75 cent competitor. Cost will then stand at a dollar and a half for the one and two dollars for the other, and the dollar and a half man may then quietly advance price to one ninety-five, thus adding one hundred and twelve and a half per cent to his former profit, and still be able to bankrupt his competitor.

The conditions for the realization of profit do not at all depend on price; they depend merely on this: that market value shall exceed cost. There is not the faintest shadow of an excuse for the belief that in the contemplated general rise of prices, cost will not advance contemporaneously with price, leaving the relative conditions of production as they are to-day. Not the least of the rises in cost of production would occur in one of those items constituting, practically, the "money futures" we are told about. Under our system of private land ownership, the landlords will be the first to come in for the benefit of the rise in price—they will also be the last, and the intermediate ones as well. We all know how the price of real estate is the barometer which indicates the presence of good or bad times.

Rents, and royalties of mining and timber properties will be the first to feel the effects of the improved trading conditions, and, answering to the spirit of speculation, in anticipation of the increased profit expected to flow from the improved prices, their prices will spring upward by leaps and bounds. The price of privilege of access to natural opportunities for creating wealth, which is one of the largest, if not really the largest, item in cost of production, and which is purely and simply a dead charge upon production, is bound to increase to such a point where, independent of all other considerations, it will swallow up all the absolute gain, if absolute gain there be.

The price of the commodity, labor, will rise last of all; and then only relatively to the prices of commodities entering into the cost of living, or cost of production of labor, as this commodity is under the influence of the same laws of the market as are all others, and there is no pretense that these laws are to be abrogated with respect to labor; its price cannot rise above its cost of production except as a result of restricting the supply so as to keep it within the limits of demand—a mighty hard thing to do. We should hear complaints innumerable from wage earners about the failure of wages to rise proportionately to the increased cost of living, and these complaints would be met by the same stale argument which has become classic with the protectionists—"How foolish and unreasonable workingmen are to refuse to

recognize the fact that the price of labor, like everything else, is governed by the law of supply and demand."

If it were possible to keep down the value of lands and franchises to the point where they are now, while increasing the price of wealth alone, the wage earners, and even the small producers might reap some benefit, but, unfortunately, under the present system this cannot be done. So far as my observation goes, leaving other conditions undisturbed—and the silver programme as at present formulated does not contemplate their disturbance—the only effect of the remonetization of silver would be to equate general values on a higher plane, leaving the relative conditions of production, which are the ones from which men now suffer, undisturbed.

In answer to the claim that the general fall in prices may be sufficiently explained without resort to the money hypothesis, by the improvements in machinery and the introduction of economical methods into the productive processes, the silver men flatly deny that there has been any such improvement as is competent to explain the decline in prices, and they point to the fact that although improvements in the production of gold, both in placer and quartz mining, have been continuously applied, yet this is the one commodity which has constantly risen in relative value, or purchasing power. It is quite true that the value of gold has not fallen to correspond with the introduction of any improved processes which may have been employed in its production, but this fact is of no value to the argument, because gold enjoys the exceptional advantage of an unlimited demand, and is limited in quantity so that the supply cannot keep pace with it. Any single commodity placed in the same, or similar circumstances to those of gold, would increase in value, even though improvements in its production might run its normal value down to practically nothing. It is not proposed to create an unlimited demand for all commodities, only the commodity silver is to be so treated. Then there would be two commodity producers enjoying favors from the government, instead of one as at present. If we are suffering from privileges connected with our money system, and it is folly to deny that we are, what is the remedy? Shall we extend the area of privilege a little, thus introducing a few more privilege mongers to share in the spoils, or shall we abolish privilege entirely?

If it were proposed to establish equilibrium between wages and product, if it were proposed to increase the purchasing power of wages so that the laborer might buy back the whole of his product, thus establishing normal proportions between

productive power and the power of consumption, and so normal conditions of the market, it would be different. But there is no such proposition. It is only proposed to raise the general level of prices, leaving all other economic conditions to adjust themselves freely to the law of the market.

The silver men also make much of such arguments as this: They point to the fact that the price of horses have declined until good serviceable horses may be had for almost nothing, and yet, they say, "there have been no improved facilities introduced for the production of horses within the past twenty years." It is a wonder that intelligent persons should permit themselves to make use of such puerile arguments. Twenty years ago there was an active demand for horses in the lumber districts of Michigan and Wisconsin, and both Canadian and American breeders were making large profits on heavy draft horses which they bred for the supply of this market. In 1876, as I well remember, a prominent Michigan lumberman laid himself under the suspicion of lunacy by building a railroad in the pine district and transporting two locomotives a distance of fifteen miles through the woods, so as to get them to his railroad for the purpose of hauling logs. But the experiment was a grand success; the railroad was extended and the number of locomotives increased. Soon, others adopted the new method, and where formerly there were hundreds of teams engaged in hauling logs, the teams were dispensed with and the locomotive took their place. The new method of lumbering destroyed the market for a vast number of horses; the decrease in the pine supply has also limited the market independent of other considerations; but at present, and for the past dozen years, practically all the demand for horses in the lumber district is for a few teams to do skidding—the hauling, which called for so many horses formerly, is all done by railroads—and the skidding operation itself is now done, in many cases, with a steam skidder, which performs the work of many teams and diminishes the demand for horses still further. This is but one illustration. The best, and most active market for horses during the past dozen years, has been for street car service. By the introduction of electricity this market has been destroyed. And the destruction has not been gradual, but sudden; the new method of transportation has been adopted almost simultaneously in every city of importance in the country; horses innumerable have been thrown on the market all in a bunch, and there has been no prospect of other demand for them. They have been sold for any price which their former owners could get for them, because they had become entirely useless and formed only

a bill of expense to their owners—they must be fed, and if they were kept long they would, metaphorically, eat their heads off. Another effect of the introduction of electricity to take the place of horses, has been to destroy quite an important local market for many farmers. The street car companies formerly bought large quantities of hay and grain, and the local farmer could always count on disposing of his load of oats or hay to the street railway people, along with the three-year-old Percheron he had raised with so much trouble. But electricity eats neither hay nor oats, and besides the market for his horse, the farmer has also lost the market for his provender. Thus does the "home market" become one of the forgotten fancies. The value of any commodity may be run down to zero by simply increasing the supply until there is more of it than is wanted. That is a law of value, and that is what is happening to the value of horses. There is nothing whatever in the silver argument which should cause wage earners to adopt it, and delude themselves with the belief that free silver is a remedy for their difficulties. But this is not to say that there is any merit in the gold argument, from the wage earners' point of view. The gold fallacy is mania in an acute form. The silver fallacy is mania of the same species, only not quite so acute—it may be said that gold money is the concentrated essence of lunacy, and silver money is its somewhat diluted counterpart.

* * *

It is perhaps unnecessary for me to point out to the readers of THE CONDUCTOR that the assumption of my friend Shriver, that in illustrating the civilization of the Incas, I had any intention of entering into a propaganda of Peruvian methods of society here in the nineteenth century, is entirely gratuitous. My purpose in introducing those illustrations was fully explained in the article which he criticises, and as a matter of fact, the illustrations prove just exactly what I intended they should, and no more.

The statement that gold "more nearly than anything else, costs an unvarying amount of labor," is one that I would be pleased to have Mr. Shriver verify, by statistics or otherwise. I have heard that statement before, and I have earnestly sought for some real indisputable proof that it was a statement of truth, thus far without success. There is only one point in Mr. Shriver's article that deserves serious consideration. If this "modern form of currency which trade has invented for itself has really solved the money problem," why do we cling to gold, or any other form of primary or redemption money? By the records of clearing house business for long periods, it is

found that, on the average, the amount of money of final payment necessary to settle balances is about 5 per cent of the business done. This is not much, but it is absolutely necessary to prevent bankruptcies. Ninety-five per cent of the business is done with individual checks and drafts, five per cent with money of final payment. In view of this well settled fact many extremely superficial thinkers and writers have jumped to the conclusion that all business may be done with checks and drafts, and that the volume of actual money cuts no figure. This is not correct. The five per cent of actual money is small, but it is absolutely necessary for the stability of business. The entire structure of credit, upon which business operations depend, is based on this five per cent, and for every dollar of this money of ultimate payment which may be withdrawn from circulation twenty dollars of business must stop. Checks and drafts are a form of credit money, and credit money is not used for its value, but for its convenience. The use of checks decreases the amount of credit money needed, but does not lessen the amount of redemption money necessary to do business with; indeed, as all forms of credit money, whether paper bills, token money, or individual checks and drafts, are built upon the primary money, and exchangeable for such money, dollar for dollar, the expansion of credits by the use of checks and drafts, instead of detracting from the necessity of maintaining the basic money at a sufficient volume, only emphasizes such necessity the more strongly. It facilitates business for a man to be able to carry his check book with him instead of being at the trouble and inconvenience of carrying a large roll of bills, but ordinarily the equivalent of the check which he draws must be deposited to his credit at the bank, and the operation really amounts to this: that the check is a form of credit money which is used for its convenience, and its use is merely the displacement of one form of credit money by another. The check may go the rounds and make a number of different payments during the day, but

it does no more than a bill of like denomination might do under the same circumstances, and, equally with the bill, when the hour of final payment shall have arrived, the check must have the hard dollars behind it or the one who is responsible for its issuance falls into bankruptcy. Checks and drafts are used for their convenience; redemption money is used for its value, and nothing is competent to take its place which is not of equal value. To illustrate: During the month of August, 1893, the country experienced a currency famine. New York brokers offered premiums ranging from \$2.50 to \$25 per \$1,000 for small bills, and the Chemical National Bank, unable to furnish the cash required for the monthly pay roll of the New York Central railroad company, was compelled to send the Boston checks deposited with it to the latter city for collection. The premium brought out much hoarded money, and about this time also, there were considerable additions to the bank note circulation, rendered possible by the low price of government bonds, so that the premium gradually became reduced as more money came into circulation, and by the first week in September it had entirely disappeared. Now, instead of paying this currency premium, why was not this "modern form of currency which trade has invented for itself, and which has really solved the money problem," put into use? Instead of paying \$25 for the use of \$1,000 in currency, why did not the broker draw a thousand dollar check, or a thousand one dollar checks, for that matter, which would have answered quite as well? Simply because the checks would have been useless to meet the situation. The demand was for "dollars, just as good as any other dollars," and checks hardly filled the bill, although they did pass locally from hand to hand, and diminished the need of credit substitutes for money to a certain extent. Trade has invented a convenience for itself, but it has hardly succeeded in solving the money problem as yet, nor will it do so until it abandons the absurdity of redemption money.

EDUCATION AND ITS DUTIES.

BY JOSE GROS

Two general tendencies seem to have permeated the whole course of human history, in forms more or less prominent, and with occasional intervals. We refer to what we may call advancing and retrogressive modes of thought. There is no real middle ground. We are bound to go backwards as long as we don't go forwards. Nothing stands

still in God's universe. All is a question of life or decay, of formation or decomposition, everywhere in the cosmos, as far as human observation can go. By advancing modes of thought we don't allude to anything more or less connected with mere wealth developments or exhibitions of human power apart from high ideals in life. With-

out the latter, without growth in manhood, we mean, all advance is nothing but retrogression, as an ultimatum in general results. The upheaval of a class, large or small, without that of the whole race, or at the expense of some other class, is nothing to brag about. It does not form part of the divine plans, any such improvement, because it involves a selfish tendency brought about by selfish means, through selfish human laws. We have then what we have always had, viz: wealth here and poverty there, virtue among some and degradation with many of the rest, wisdom piled up on the few and ignorance in large quantities scattered in all directions.

That mixture of the beautiful and the repulsive among men, the children of the same Father, coming from the same clay and returning there, by that great equalizer—death; what does that mean but human barbarians interfering with the symmetry that God intends to evolve in all social growth, as He does through time and space outside of men? But, having granted the latter a certain degree of freedom of action, even for evil, because without that they could not logically have any freedom for good, He necessarily needs to respect that freedom for evil among men, up to the point beyond which the race would destroy itself.

Yes, we must either advance or retrograde. There is no between. We commence to lose what we may have gained as soon as we stop and advance no more. And we fail to advance when our so-called progress lacks symmetry and is more or less loaded with deformities in this or that social ramification. Because, see what is happening to us in the midst of that civilization of ours, with all our marvelous inventions in labor-saving machinery. We could today produce and consume at least twenty times more wealth than forty years ago, at a per capita ratio. We produce but about twice as much measured by dollars and cents, and not even as much if measured by quantity and quality of goods produced. Every increase in population involves a larger increase in land values under monopoly rule. That means larger inflated values in all labor production. But let that go, if you like, and don't you see the folly of a civilization by which the grand totality of workers are only allowed to produce one tenth of what they could? Then, forty years ago, or 4,000 for that matter, no man able or willing to work needed to stand idle in times of peace and under good crops. Well, something of the kind has happened in Great Britain at every wave of land enclosures, and as the result of an abnormal growth in all non-agricultural industries, but such has never been the case without the co-operation

of such elements. The writer ought to know something about it, because forty years ago he was quite an employer of labor in one of the supposed most effete nations in Europe.

So, there you have it, increased social deformities, along certain lines anyhow, as the result of a materialistic advance which fails to evolve that honesty in legislation required to bring a symmetric growth, the only kind worth having. And, taken all in all, we don't know of any greater social monstrosity than that of men forced to disobey that cardinal command: "In the sweat of thy face thou shalt eat bread." Such a civilization must stand lower than any previous one in the eyes of God, particularly in the presence of inventions which, if properly used, with honesty in our aims and tendencies, would give wealth, not to two or three per cent. of the nation, but to ninety-nine per cent., even if we want to give to one per cent. the privilege of preferring poverty and degradation to wealth and manhood.

It is bad enough to rob men from all good opportunities to employ themselves, as all civilizations have done in forms open or hidden. It is far worse to even make it now and then impossible for some men to find any kind of work or employment with which to barely supply themselves and families with the means of a mere animal life. The situation will hardly be improved by assuming that those who stand idle owe the trouble to laziness, etc. If that was really so, what should we think of the social status in question, of its Christianity and educational methods? We should then be forced to give them mighty little credit for good, and place the general standard of humanity today much lower than we are willing to accept as correct, or anything of the kind.

When looking over the warlike struggles among the different Greek social compacts 2,500 years ago, we can notice something extremely interesting as showing the great advantages of those men over us, big fellows of the nineteenth century, on the brim of the twentieth. It happened now and then that armies of this or that Greek state, fighting outside of their own little nation, had to be disbanded because no resources came from their government. Well, the men from those disbanded armies found no trouble to obtain work among their own enemies of the day before. Evidently those little Greek nationalities had not fallen so far down as our big nations today, since they had the means to employ even their own enemies, the very day after they had abandoned the battlefield. We have no work for all our free(?) citizens, we, in that boundless continent of ours, with the protective tariffs of two immense oceans, if competition among honest workers represents a sinful

natural law, to be suppressed by human wisdom!

As intimated at the beginning of our article, we have always had, with few exceptions, some men anxious to push humanity towards lofty ideals, although they have always been too few to counteract the other tendency along selfish lines of thought and action. And this is just what takes place today, in forms more prominent than ever. Let us try to prove it.

In spite of all its present infernalisms, our present historical period shall be the most memorable in the annals of humanity, because of the radicalism of some of the reforms that are being proclaimed, and the nobility of the thoughts they embody. And in that we desire to give credit to reformers with whom we cannot agree, because their plans are not sufficiently natural or ethical, as we apprehend the phenomena of social growth. All the same, the bulk of such reformers do considerable good, in so far as they call attention to the cardinal evils of the day. As a matter of fact, the most eminent writers in each radical school of thought are men with grand, noble souls, and their names shall shine through the ages as the prophets of our transitional historical period.

Naturally enough, we consider our own school of thought the best because the simplest and most practicable. We should not belong to it, if our constant study of our conditions did not carry such convictions on the subject.

What will make our days the most memorable of all, is the brilliancy and scientific precision with which certain basic truths are presented and expounded, such as it had never been done before, it seems to us, because, in every other period, a certain degree of specialization was lacking, while now we give and present the tangible remedies for our social diseases, and doubts alone can be opposed to the logic of facts. Doubt is, of course, the enemy of all truth.

And yet we don't make ourselves any illusions

about our accomplishing much for a long time yet. We realize that, for every one of us, teachers of righteousness, to the best of our ability, or at least brave enough to attack all fundamental iniquities, we have not less than five hundred teachers of the old dispensations, in high positions, many of them, well rooted down, in the estimation of most people, as a matter of habit, and because teaching the old traditions, forming part of our flesh and bones, so to speak, and so very dear to those dear bones and that dear old flesh of ours, perishable day by day all the same!

Well, the fight in question, two thousand men as wholesale or retail teachers, against about one million of them standing by the old rotten civilization—that is almost a fight of despair, as far as immediate success is concerned. The only hope lies in the well known fact that truth alone is self-existing, while all evils carry in themselves the seeds of their own self-destruction. The future then belongs to truth, and all evil is bound to disappear like smoke, in due time.

In former historical periods only this or that evil was attacked. Today we attack them all, root and branch. Such a battle once commenced in earnest, as it has already commenced, can have but one end, viz.: the extermination of all evils, and hence the triumph of all truth. And no amount of human wealth, goodness or wisdom can delay that triumph but for a number of years, when an ever widening group of brave souls are trying to co-operate with the goodness and wisdom of God, as well as with the wealth of God's truth!

One final conclusion we desire to convey, as a warning to thinking men. It is as follows: the joys of a healthy civilization, that we could have in less than twenty years, and may not have for one hundred, would have been on earth for long centuries, if a sufficient number of the so-called educated had realized their duties to God and humanity at large.

WHEN THE MIDDLE CLASS BECAME OF AGE.

BY MARIE LOUISE.

CHAPTER IV.

"On the next day," says the historian Michelet, "the provost of merchants mustered all the trades in arms at St. Elvi's. About 9 o'clock this armed mob recognized in the street one of the Dauphin's counsellors, advocate to the parliament, Master Regnault Dacy, who was returning from the palace to his own house. They began running after him. He fled into a pastry cook's, and was there killed outright before he had time to utter a cry.

However, the provost entered the Dauphin's hotel, ascended to his very chamber and sharply told him that he ought to put the affairs of the kingdom into order; it was his business to secure it from the bands which laid waste the country. The Dauphin, whose usual advisers, the Marshals of Champagne and of Normandy, were on either side of him,—answered more boldly than was his custom: "I would cheerfully do so, had I the

means; but he who enjoys the taxes and profits, ought to take upon himself the defense of the kingdom as well." Some sharp words passed, and the provost broke out: "My lord, be not surprised at what you are about to witness; the thing must be done." Then, turning to the men in red hoods, he said: "Do quickly what you are come for."

(According to Guizot's history, the provost said: "Dear! beloved, do that for the which ye are come.")

"On the word," continues Michelet, "they threw themselves on the Marshal of Champagne and slew him close to the Dauphin's bed. The Marshal of Normandy they followed into a closet into which he had betaken himself, and put him to death as well. The Dauphin considered himself lost; the blood had spurted out upon his robe. All his officers had fled. 'Save my life,' he cried to the provost. Marcel told him to fear nothing."

(According to Guizot's History, he said: "Take no heed, lord duke, you have naught to fear.")

"Marcel changed hood with the Dauphin," says Michelet, "thus covering him with the city's colors, and all the day he wore boldly the Dauphin's hood. The people expected him at the Grive, and here he harangued them, maintaining that those who had been put to death were traitors, and asking the people whether they would support him. Numbers cried out that they avouched all he had done, and pledged themselves to him for life and for death."

(According to Guizot, the people said: "We do own it and will maintain it.")

"Marcel returned to the palace with a crowd of armed men whom he left in the court yard. He found the Dauphin grief and terror-struck. 'Distress not yourself, my lord,' he said, 'that which has been done has been done to avoid greater danger and by the will of the people.' And he besought him to give his approval to the whole. The Dauphin had, perforce, to approve of the whole, in default of being able to do better. He found himself compelled, also, to give a gracious reception to the king of Navarre, who returned four days afterwards. Marcel and Lecoq, Bishop of Laon, reconciled them, will ye, nill ye, and made them dine together every day.

(Michelet's History of France, I, p. 444.)

"This has been done by the will of the people!" Marcel had said to the Dauphin. What a thrill of horror that newly coined phrase must have sent through the heart of the representatives of absolute monarchy. Sixty years before there was as yet no French people. Then the nobility, the clergy, and the crown, fed on the products of the labor of a mass of human cattle, some more and

some less degraded, but there was no people. Wonderful is the leap this human cattle made in sixty years! History relates nothing like it. The famous Magna Charta, which King John, of England, signed in 1215, established the supremacy of the barons over the crown, but the artisans and the peasants had no place in it. These were serfs and the Magna Charta ratified their servitude. One hundred and sixty-six years later, the king of England was still enabled to say to the peasants of the Wat Tyler rebellion:

"Rustics, you have been and are, and in bondage shall ye remain; not such as you have heretofore known, but in a condition incomparably more vile."

The royal lips uttered these words twenty-four years after Marcel had compelled the crown of France to submit to "the will of the people." And what were the demands of Wat Tyler compared to those formulated in the ordinances of the state's general and Marcel a quarter of a century earlier? They were modest, indeed. The English peasant demanded: 1. The abolition of bondage; 2. The reduction of the rent of land to four pence per acre; 3. The free liberty of buying and selling in all fairs and markets; 4. A general pardon for all past offenses. Nothing in these demands hinted at questioning the supremacy of the barons and the crown; nothing in them was political. The reason is that the burgesses were still burgesses; they were not yet the commons, the third estate. It was not until 1649 that a Marcel rose in England, in the person of Oliver Cromwell, and upheld the commons by humbling the crown and the barons.

The ordinances of Marcel in 1357 proclaimed the principle of human political liberty. The words, "this has been done by the will of the people," were to vibrate through space during four hundred years. In the womb of futurity there lay a man whose name shall be Mirabeau. In 1789 he will take up the vibration and say to the officers of the still existent, absolute monarchy:

"Go, tell your master we are here by the will of the people, and will depart only by the force of the bayonets."

Then the great ordinances of 1357, the words and hopes of Marcel, shall become a reality. The commons then shall enter into its age of full maturity, and sweep everything before its advance. Monarchy and aristocracy shall totter and collapse all over Europe, and a republic shall be established in France. But to behold the completeness of the victory we shall have to cross the sea, for in the New World a republic shall be formed and be the fertile soil on which the com-

mons, the middle class, the Bourgeoisie, shall grow, bloom and spread with astonishing rapidity. The industrialist, the trader, the Bourgeois, is republican by instinct; monarchical pageantry is repugnant to him; he figures the cost of it. But there is another principle inherent in the republican form of government which is most vital to the Bourgeois, the capitalist, viz: the political responsibility assumed by the masses. The capitalists, by the very nature of things, control the machinery of the state, no power on earth could make it be otherwise. Logically, the masses cannot rebel against the legislators whom they have elected and placed in power. All they can do is to oust one set of rulers and put in another set in their place. They may change the men, but they cannot change the machinery with which the nation is governed, and while they busy themselves changing the names of their legislators the capitalists heap up millions. Under absolute monarchy the masses are in a perpetual state of revolt against an authority imposed upon them, and there takes place periodical insurrections which shatter the political power and the monopolies of wealth.

V.

The Dauphin-Regent submitted to sign the ordinances, to welcome his enemy and rival, the king of Navarre, to suffer as his counsellors, thirty-six members of the states general, and to other minor impositions. He submitted, but he was not converted to the new gospel of the commons. Force, violence, does not destroy, but, on the contrary, intensifies the principle against which it is directed. Several provinces convoked the meeting of their local states. The Dauphin lost no time in attending those meetings and creating a sentiment in his favor. Emboldened by his success, he sent order to Marcel, in Paris, to send him ten or twelve of the men who participated in the murders of his counsellors. Meeting with resistance he lowered the figures to five or six, pledging himself that he would not put them to death. Marcel would not trust to this, and set at once to complete the walls of Paris and prepare for the siege, of which the Dauphin and the barons threatened the metropolis. The king of Navarre was then in Normandy and was freshly embroiled with the Regent. The Parisians needing a captain "requested him to come to Paris with a strong body of men-at-arms, and to be their defender against all their foes, save the lord John, king of France, a prisoner in England." Charles of Navarre arrived and took command. The barons thereupon began to draw near to Paris to attack it. "On a certain day," says Guizot, "the besiegers came right up to the bridge of Charenton, as if to draw out the king of Navarre and the

Parisians to battle. Charles issued forth; armed, with his men, and, drawing near to the besiegers, had a long conversation with them without fighting, and afterwards went back into Paris. At sight thereof the Parisians suspected him of conspiring with the besiegers, and they stripped him of his office of captain. The folks of Paris afterwards confined themselves within their walls, guarding carefully the gates by day and by night, keeping up strong patrols on the ramparts."

Within Paris, Marcel and a few of his followers had become the supreme power. The defection of the king of Navarre weighed heavily on the mind of the provost of tradesmen. Had this prince been faithful, the cause of the commons had probably triumphed, but now the danger of defeat increased day by day.

One morning in the early part of July Marcel was sitting absorbed in thought before a roughly sketched map of Paris and the territory situated north and west of the city, when a man covered with dust entered the room. The provost raised his eyes and his lips quivered; in the look of the man he read a tale of woe.

"Well, what news?" he asked in a hollow voice.

"The peasants have all been massacred," answered the man. "The plains are strewn with corpses and debris, nothing so formidable as that peasant war ever took place. It was a carnival of blood."

"It was a tremendous uprising," said Marcel. "Jacques Bonhomme (Jack Goodman), as they used to call the peasant, has belied his name. The hatred which centuries of unspeakable oppression created, seemed to have mustered in a single moment and maddened Jacques into fury. Their sufferings, of late, had reached beyond all human endurance! And they are all massacred," moaned the provost, as tears came to his eyes. "Must the oppressed ever submit or die? This news is fatal for the commons; centuries, perhaps, will be required to regain the ground we lose to-day."

"Ah, Marcel!" replied the stranger, "we have fought a brave battle, we have done our duty. Let our children take up the struggle where we leave it."

"Did Guillaume Caillet escape?" asked the provost, heedless of the remark of his companion.

"Guillaume Caillet was beheaded, after having been crowned with a trivet of red-hot iron to mock him in death," answered the stranger.

"Cowards!" exclaimed Marcel, raising and putting his hand on the hilt of his sword. "Who, among the barons, did this?"

"I dare not tell you, Marcel," answered the man, "later, you shall know his name."

"Speak!" commanded the provost, "for us, now, there is no future. Who is the ruffian?"

"Charles, king of Navarre," answered the stranger.

Marcel sank on a chair and buried his face in his hands.

"What fatality ever linked me to that man?" he said, at length, "he is the evil genius of the commons!"

"He is a king," returned the stranger.

"Yes, every inch a king," sighed the provost.

Several days passed ere Marcel could square his mind with the double reverse the cause of Paris and the commons had just sustained by the defeat and slaughter of the "Jacks" and the brutal treachery of Charles, of Navarre, his ostensible confederate. To be worsted by his own and only ally was a grievous blow. His future course now was strewn with difficulties that appeared insurmountable. Charles, of Navarre, would unite with the Dauphin to crush Paris, with the same readiness that he marched against the revolted peasants. Yet, to no one else could he turn for help. Charles of Navarre, he knew, was a principles and mercenary man. Money could buy him; the highest bidder could secure his services, at least until a bidder higher still, put in appearance. Money spent for saving Paris and the commons would be well spent. Day by day, the besiegers were drawing closer to the walls of the city and starvation was beginning to tell on the faces of the citizens. Perplexed and grief-stricken, the provost resolved to take definite steps and end the deadly suspense. Taking counsel of his prominent confederates, he opened negotiations with the king of Navarre. Large sums of money were sent to that royal scoundrel, who made the pretense of protecting Paris by checking the approach of the besiegers. But, at last, the situation of the besieged city became untenable, and surrender could no longer be avoided. Marcel's last hopes were on the mediation of the king of Navarre, who had kept on good terms with the besiegers, while he received piles of gold from Paris. To surrender to the Dauphin, was to deliver up the Parisians to the vindictiveness of a merciless conqueror; to surrender to Charles of Navarre, was to get one chance out of three that Paris and its chiefs would be treated as foes, but not as rebels. In the presence of so grave a situation, the provost sent for several of his trustworthy companions and consulted with them.

"My heart is pierced with thousands of daggers," he said. "Paris and your lives, my comrades, must be very dear to me when I consent to hand the keys of the city to the man, no, the infamous scoundrel, the male harlot, who robbed

Paris of its liberty, betrayed us, and butchered the peasants, while parading as our friend and using us to serve his own ambition."

"For the present, overlook the character of the man," said Robert Lecoq, "and consider only the benefit which his ambition may confer on Paris. His project is to win the Parisians into proclaiming him king of France. To do so, he will lavish favors on them, whilst the Dauphin, on the contrary, will wreak vengeance on the poor inhabitants."

"I surrender," said Marcel, in a trembling voice. "Gladly would I offer my life to save your own and deliver Paris from its enemies. But even this I am not permitted to do. Send word to Charles of Navarre, and tomorrow night we will hand him the keys of the city."

"Let not one of us say a word about our project," said Giffard. Some of our confederates contemplate to surrender to the Dauphin, hoping to win his favor thereby."

"They look to saving themselves, though the Dauphin and the barons may walk knee deep in the blood of the Parisians!" exclaimed Marcel, with indignation. "I, for one, will endeavor to save Paris and its heroic citizens. I may fail. Then, let my body be buried beneath the ruins of my attempt!"

The alderman on which Marcel had most relied in the past, Jean Maillard, suddenly gave his adhesion to the party of the Dauphin. This offered a new danger. Nevertheless, the provost remained firm in his resolution. On the 31st of July, 1358, Jean Maillard and some of the leaders of the Dauphin's party went to the bastille St. Denis, where Marcel was about to meet Charles of Navarre.

Froissard, the historian and apologist of the barons, says:

"They all came properly armed, a little before midnight * * * and found the provost of the merchants with the keys of the gate in his hand. Upon this Jean Maillard said to him, calling him by his name: 'Etienne, what do you do here at this time of night?' The provost replied: 'Jean, why do you ask it? I am here to take care and guard the city of which I have the government.' 'By God,' answered Jean, 'things shall not go on so; you are not here at this hour for any good, which I will now show you,' addressing himself to those near him, 'for see how he has got the keys of the gate in his hand to betray the city.' The provost said: 'Jean, you lie!' Jean replied: 'It is you, traitor, who lie!' and, rushing on him, cried to his people: 'Kill them, kill them all * * * they are all traitors!' Jean Maillard struck a blow with his axe on the head of the provost, and felled him to the ground. Six others present were also killed."

(According to Guizot:—"Phillip Giffard threw himself before Marcel and covered him, for a moment, with his own body. * * * Maillard plied his battle-axe upon Marcel, who fell. * * * Six of his comrades shared the same fate, and Robert Lecoq, bishop of Laon, saved himself by putting on a cordelier's habit.")

Maillard and his associates were the true traitors for they flung open the gates of Paris to the Dauphin and the barons, who cruelly revenged themselves on the wretched population.

Such was the result of the first attempt of the commons to assert their native ideas of liberty; such was the end of their leader, one of the greatest men the middle class ever produced. The commons of 1357 had the impetuosity which youth and inexperience give. Against solidified monarchy and feudalism, they came to grief; but their mad leap for liberty was not fruitless. The ordinances and their framers, Etienne Marcel and

Robert Lecoq, live forever. Marcel fell, as the Flemish burgher, James Von Artevelde, had fallen some years previous, in an attempt, which, perhaps, was a mistake, to save the liberties of his country.

From the time of Marcel forward, the right of a nation to intervene in their own affairs and set their government straight when it erred, was conceded and fully asserted. The French people was formed, the commons became the third estate, the middle class, the great industrial monarch of the world. From the fourteenth to the eighteenth centuries, that class made bones and sinews, grew mature and strong and huge. In 1789, it set to removing monarchy and feudalism;—the world was too small to contain the three, it and them.

Marcel revived in Robespierre, this time greater on account of time and opportunities, and the middle class was crowned imperator. The revolution of 1789 was a huge volume, of which that of 1357 was a pocket edition.

A BIG HAUL.

BY FRANK A. MYERS.

The train, carrying many passengers and an unusual amount of valuable express matter, was due in Richmond at 7 in the morning. But on the way an unexpected event happened that made it ten hours late.

At Barnes station, a village far out in a lonely place, nine men silently boarded the train from the "blind side," and not one of all the train crew had the slightest intimation or suspicion just what serious event had taken root there among them. The plan or plan, of course, for the robbery was hatched elsewhere. A few miles further on, near Montgomery station, the development took place. A hundred people lived here.

Three of these men, black with the smoke of a cave lamp, so to speak, worked their way stealthily over the tank and suddenly appeared in the cab. Their coming was as unexpected as death. Never were two men more astounded than Stencil Cosby, whose hand was on the throttle-lever, and Charlie Keiger, the "bully boy at the scoop." Both these men are as brave as any man dare be, but what could they do when armed, desperate men had the "drop" on them? They were unarmed and defenseless, and even a show of resistance would have been utter folly, as they well knew. They believed that there was honor enough among the rogues not to strike a man when he was down.

These dare-devils were a "queer lot." They seemed to spring out of the ground, like Minerva

from the head of Jove, and at once were ready for war. As always the pessimist said, after it was all over, they had co-operation in their work from some of the train people. There is no law that can shut a slanderer's mouth or prevent any one from making a fool of himself as these pessimists did. Now, it is probable there is more truth in the statement that they were a squad of "Industrials" prowling around and hungering for crime—not connoisseurs in thievery,—than that they were a regular gang of cutthroats. One strange fact about it is that they showed some familiarity with the train service.

At the first sharp, quick, stern command, Engineer Cosby wisely held up his hands; and so did Fireman Keiger. Both Cosby and Keiger said afterward it seemed at the minute as if every gun in a fort had been sighted at them and the word "ready" pronounced to the men who were to pull the lanyards. It is hard to surprise a revolver when it is brazenly looking you out of countenance. A man may have a "heap of brass in his face," but it is not enough to make him armor-proof against cold lead.

"Hands up!" commanded one of the bandits gruffly. And up they went.

"Run to Montgomery station and there stop." ordered the same coarse, resistless tone. There was but Hobson's choice—obey. No one can argue with a revolver in the hands of a villain. Not another word was said. Every arrangement had

been perfected, as it proved. When about a mile from Montgomery station, one of the men, who never for an instant relaxed his vigilance over Cosby and Keiger, cried insolently:

"Stop instantly."

When the train came to a standstill it was observed with what intelligence they had selected the place in which to do their vile work. Every detail of the crime seems to have been carefully thought out beforehand, for they went at their work with deliberation and expedition. The place was a deep cut, no house in sight, an open field on one side, and a lonely forest on the other. The struggling moon, partly obscured by clouds, cast whimsical glances upon the scene, and the protection of the secluded spot added confidence to these bold parasites upon commerce. In these cold land piracies the romance of the thing is entirely removed by the clammy utility of the act. The only touch of imagination in the get-up of these maskers was the red bandannas they wore over the lower part of their faces.

One of these three men in the cab could scarcely wait for the drive-wheels to stop until he should leap out. He sprang down at once and ran towards the express car. The other two stood guard over Cosby and Keiger, covering them the whole time with sullen-looking bulldogs. It was most assuredly not only an unpleasant situation, but a trying one. It galled them exceedingly, like a collar on a new horse, to be able and willing, but powerless.

The general situation, then, can be easily defined. While two men were taking good care of Cosby and Keiger, two assaulted the express car as vigorously as a sortie upon a fort, and the others attended to the curious and terrorized passengers. The first intimation the passengers had of any unusual occurrence was the firing upon the coaches at the very instant the train stopped. At the first discharge of firearms someone shrieked out:

"Robbers! bandits!"

"This firing is only a bluff," yelled another.

At this a few of the braver ones rushed to the platform of the coach to "see," as they professed voluntarily, but no sooner had they gotten fairly on the platform than they were greeted with a furious fusilade of guns.

"Them's reckless shootists," declared one stout-looking, easy-going fellow, as he quickly dodged back into the car for safety, like an army retreating behind its works, and the rest followed immediately, not one standing on the order of his going. Their precipitate haste was not a little amusing in spite of the gravity of the situation. The firing outside after this was irregular, sporadic.

"Let's attack them scoundrels," cried the easy-going fellow who led in the masterly retreat from the advance position on the platform.

"How many revolvers in the crowd?" asked one man, drawing a short twenty-two calibre from his hip-pocket. Then it was discovered that this little thing was the only weapon among the whole forty passengers in the coach. Of course the idea of taking life in hand and going out and bravely charging upon the foe, like the school-boys upon a flock of geese, was abandoned when it became known that they were disarmed. The futility of striking a blow without weapons was apparent.

"The probabilities are, fellowmen, that if we run out and shoo at them as a farmer does his geese they will not fly," observed Senator Doolittle, who chanced to be a passenger on this unfortunate train. Everybody recognized the sagacity of his profound remark that at the instant seemed to be set with diamonds of brilliant thought. Some keen, clever remarkers asserted afterward that the senator took his fright with the balance of the passengers, and in the same disorderly manner. It must be admitted here unqualifiedly that we have only their word for the truth of this. It is pretty generally supposed, however, that United States senators are above fear as well as suspicion. They all profess to be as pure as Cæsar's wife.

"A coach in time 'o wah ain't no pa'lo," I kin tell you, folks," remarked the easy-going gentleman.

The senator was heard to say something about the gang of thugs in a brave senatorial fashion, but only the phrase "fag end of mankind" was caught. At the moment the robbers let go another volley on the cooped-up innocents in the coach, and the noise drowned out his sage observation. It is well to understand, friendly reader, that the easy-going fellow was very brave with his mouth. His window was up, and he yelled out to the robbers:

"You needn't to shoot an' waste your am'nition that a-way trying to skeer us, fer we ain't got no guns in this set."

"Glad to know it," yelled one of the robbers.

"Look out there," shouted another to him, "or you'll get your head blown off; this fellow's going to shoot you." It was laughable to see him take in his head, quick as a turtle, at the first symptom of danger. It was apparent that the senator relished company, and both men thereafter kept their rare old heads bent beneath the lower part of the windows for safety from fugitive, carelessly fired bullets.

There was a loud laugh outside in the friendly

darkness that sounded like a chorus of mirth.

"Step aside, Bob, an' let me see if I can hit that fellow's head showing just above the window." This remark was followed by a shot, but no one was hit. The object of all this was plainly to intimidate the passengers and keep them in the coach while the work of robbery went on in the express car. In this "exchange of pleasantries" between the passengers and the robbers certain peculiarities of the robbers were observed. One of them had a shrill, piping voice, half sounded through his nose, that everyone noticed. It was characteristic and not assumed.

After the first dash of excitement subsided the passengers, as you will have already observed, were cool and collected and talked quite freely among themselves. But the seriousness of such an exciting occasion, as everybody knows, does not entirely destroy certain attending features of humor. For instance, the little, solitary revolver that stood alone between the whole crowd and danger would not work when it was called into use later, when the owner tried to discharge it at the robbers as they disappeared in the darkness. He was afraid to point it at the enemy till the assailants were in certain retreat, and then—even then—the innocent, harmless thing would not so much as pretend to harm them. In disgust the once-proud owner flung it out the window into the darkness. But this was not the most amusing thing. A lady had a small diamond-studded watch. A bright idea occurred to her to save it.

"O, Phil, do—here—quick—swallow this," she pleaded as she excitedly detached the watch from its chain. The "hubby" looked at her with a large-knowing look, such as husbands only are capable of when they feel their wives are making fools of themselves—or—or—exhibiting too great confidence in them in a public manner—or—or—making it awkwardly appear that the husband loves his sweet wife a little *too* well.

The young "hubby," scarcely drilled as yet in domestic duties, took the watch, and then added in a dubious voice:

"No!"

The young, fond wife insisted, but he positively declined to overload his stomach with time or any other indigestible stuff. However, we can't pause longer here.

It may be mentioned briefly that the inmates of the sleeper wisely kept their berths and were not in the melee at all.

One of the coolest acts performed by any one on this sharp, quick, dangerous occasion, was that by conductor George Neal. When he felt the air-brakes applied he instinctively knew something was wrong. Long service on trains gives a man a

sense of sympathy with every motion, jar, and sound, and he can tell in an instant when things are not right. So Neal at once rushed to the platform and down to the last step, with his lantern on his arm, and swinging out as far as he could, looked ahead to see, if possible, what was the cause of the application of the air-brakes. Nothing but darkness. The stopping became a mystery. There had been no signal of any kind given. Possibly there was a slight break down in some part of the engine, a side-bar broken, a drive-wheel fractured, an eccentric out of order, or something. 'If not a disabled engine, what was it? Evidently no signal had been given in order that the passengers might not be unnecessarily scared, and therefore it could not be very much at most. Neal knew that with Cosby's hand on the lever things were pretty safe, at least as near safe as they could be on a swift railroad train.

The moment the train stopped Neal sprang to the ground, and at once discovered they were in a deep cut in a hill. But he was so familiar with the ground, having passed over it daily for years, that he knew just where they were. He would see what was the matter, and ran forward along a coach as swiftly as he could over the uneven ground in the uncertain light of the lantern. All at once, to his utter astonishment, he was accosted in savage violence:

"Throw up your hands or we'll blow your brains out!"

He had met the very man who had sprung from the engine and run back, as he (Neal) leaped from the steps and ran forward. But blinded by his own light beyond a very limited circle his first consciousness of the presence of anyone was the very certain command to throw up his hands. It was truly startling, and no doubt would have been promptly obeyed by most persons. And then how stunning the revelation in the peremptory order. Robbers, flashed through his mind in an instant. Indeed, he was not conscious of any mental process to reach that conclusion. It was not necessary now to see Cosby and ask him why he stopped. It was the same uncompromising force that halted him so maliciously. It was all as plain as daylight.

The robber was within two feet of Neal when he checked himself—right on him. With the instinct of one who strikes suddenly to ward off a pending danger Neal lifted his lantern high. He saw by the elevated light a glum pistol poked in his face. It enraged him. The lifting of the lantern deceived the robber—which he mistook for obedience to his necessary command, and he was slightly off his guard at the moment. With wild, tremendous force, Neal brought his lantern down

upon the pistol and sent it whirling in the darkness to the ground. The collision with the weapon smashed the globe of the lantern with a crash, and sent the fragments of glass flying in a shower. The light disappeared as suddenly as a meteor, and somewhat blinded thereby both men were alone in the thick shadow of the coach that afforded them neither light nor protection. It is entirely within reason to suppose that the big burly, brave robber was as much astonished, as was Neal at the quick, sudden, coarse command to halt that greeted him out of the innocent blackness around. There alone these two men had unwittingly run foul of each other, and while neither desired it the outcome was uncertain. No one in all that motley train knew of this death contest going on there. It was a single-handed affair, and both men were too brave to retreat or to call for help. It was a startling and dangerous position to both, and they realized it. The disarmed robber could boast to himself no particular advantage over the plucky conductor.

Raising quickly the lantern-frame—all that was left—Neal struck violently at the desperado, and the blow only fell harmlessly on his stout shoulder. By this time the villain had pulled another revolver from his pocket, and the next thing Neal knew was a deafening explosion in his face and a bullet zipped past his ear. It was uncomfortably close. Seeing the inequality of the contest, Neal prudently said:

"I'm unarmed!"

"Then climb into this car, blank quick."

There was at least this much honor in the dog, after all; he would not deliberately shoot a defenseless fellow.

"All right," said Neal. And he quietly walked back and entered the car. This desperate outside fight was not known till after the robbery was over. The whole transaction of these commercial vermin did not consume over fifteen minutes, but during that time there was a tense strain on the nerves of most of the persons on that train. Have you ever been in a train hold-up? No. Well, you don't want to be, and you may thank your stars you have not been.

The story of this diabolical train robbery is only half told. The open and chief contest occurred in the light of the express car, where the big haul was secured, and there is where the interest now centers.

There were two express messengers, named respectively Joe Denton and Walter Grate-man. At the instant the air-brakes were first applied they were engaged assorting the money packages and arranging them according to their

destination. As a consequence the safe door stood wide open, an easy prey for robbers. The light above burned rather dimly. The grinding of the brakes roared fearfully in the old box-like car, and made it necessary for the two men to put mouth and ear in near proximity when speaking.

"Wonder what's up now," said Joe Denton, in a key that musicians might have envied under the circumstances, as he heard the groaning brakes and felt the jumps of the checking car.

"I don't know, do you?" returned Walter Grate-man in a similar key.

"Did you hear him blow?" asked Joe, alluding to the engineer.

"No; he didn't blow," replied Walter.

"That's funny," remarked Joe, but without pausing a second in his work and never once looking up. He took up package after package, hastily examined the label, and put it in this or in that growing parcel as the case required. Walter was doing the same thing. Both were entirely absorbed in their work, and never dreamed of impending trouble.

"It is a phenomenon in railroad circles, I should say, that needs a railroad Huxley or Darwin to explain in scientific terms," said Walter with magniloquent humor. It only elicited from unappreciative Joe a simple

"Yes," which sounded as much like a grunt as anything else.

"New York," said Walter, reading the address on a package and placing it with the others destined for that place.

"Philadelphia," read Joe and placed the package where it belonged. One or two more packages were assorted before they were interrupted. The car stopped stone still. Then the two express messengers became painfully aware why the train stopped.

Though they did the best they could to keep out the robbers, still what could they do against such determined, fiendish rascals? What happened a moment later would make any man weaken. The first intimation of anything wrong was a demand from without:

"Open this door."

It was a strange, coarse voice, and there was no mistaking it. Walter looked up at Joe with eyes as big as those in a schoolboy's picture on his tablet. Joe was aroused into blank astonishment and was staring hard at the harmless door. Both had sprung to their feet instantly. To them that demand meant a great deal. It meant not only risk to life, not only loss of money entrusted to them, but perhaps loss of honor and the business confidence of others. And this latter meant loss of position and the entailment of hard times.

For an instant only irresolution possessed both young men. They comprehended the situation and prepared for it as well as they could, for they well understood the futility of holding out against odds and that odds the "fag end of mankind," as Senator Doolittle significantly characterized it.

The ominous hesitancy on the part of the messengers brought out a repetition of the command in very condensed positiveness:

"Open this door!" A solemn and vigorous kick followed, causing the door to groan and shake itself violently.

"Open it yourself; I'm not your servant, and never have been, and never will be," cried Joe in full voice.

"Open—quick, now! Or I'll blow the whole blank car to pieces with dynamite." This was uttered in the business manner of a robber in very much of a hurry and at the same time in a mood not to be trifled with.

"You heard me speak," said Joe definitely.

"Now you'll hear me speak," said the desperado.

"Look out there, Joe," cried Walter warningly, retreating toward the farther end of the car. Joe considered the advice good, and followed Walter in a bound.

A stick of dynamite next struck the door, and the detonation that succeeded was deafening, indeed paralyzing. The force knocked both messengers off their feet, and for some time they could not hear their own ears. The door—it fell in with a crash, and in the next moment two men rushed through.

They were heavily built, stout men, of the type that rejoices in its masculine proportions and superior animal strength. They were dressed like old farmers, for which they evidently designed to pass. But something, that unspeakable influence in varying degree in all persons, denied their assumption of farmers. They wore red handkerchiefs over the lower part of their faces, and looked positively hideous and as Cerberus in a fickle imagination might be conceived to be.

With a yell, meant to be terrifying, they leaped through the shattered door, and flourished their pistols like crazy cowboys. The scene was profoundly dramatic and—villainous. The theatrical purpose in their actions would have been apparent to anyone under less fearful conditions.

Seeing the messengers in retreat at the further part of the car, and observing no evidences of defense and no decided plan of opposition, they in some degree dropped their warlike attitude and took a survey of the citadel, so to speak, which they had captured at the first discharge of dynamite, that fearful, barbarous, cruel weapon.

There lay the packages open to their view,

while the safe stood wide open, as if generously inviting them to an inspection of its contents and looking for all the world like the frank, open countenance of a noble, honest man. Things were just to their hand; what more could they wish?

"Just in luck," said one bandit to the other, pointing to the well known and tempting money packages, now spread out by the dynamite shock, and ending by resting his demoniacal, nervous eyes on the open safe. In the onslaught on the car the red handkerchief of one had partly slipped down from his face and he paused an instant to readjust it. The latter turned sharply and threateningly toward the messengers and in bold, clarion tones, demanded:

"Where's your way-bills? trot 'em out."

"Blown away by dynamite, I guess," responded Joe Denton, who was intensely alive to the deed then going on and perfectly "at himself."

"That's a lie," asserted the first robber, threateningly.

"Perhaps," returned Joe assentingly, and in no ill mood. But Joe and Walter both knew that the fellows knew something about the express business or they would not have demanded the manifest.

"Here, quick," ordered one of the maskers, pointing to the booty scattered about, "gather this up for us."

"That's an easy matter," assented Walter, at the same time stepping forward to obey.

"Here! We want no packages, understand," grimly cried one of the hounds.

"Well," said Walter, abruptly and bluntly.

"Look here, young man, we want money and none of your sass,—mark that down, now."

"Well," reiterated Walter in a moderated tone, when he beheld the yawning end of a towering pistol frowning on him.

"We don't want bonds nor 'stuffed' or 'blind' packages."

"All right," said Joe, and taking advantage of this forcible request, tossed two large packages of bonds into a pile of packages.

"We want only express money. Hurry up, there," seeing the cool deliberation of Joe, and made impatient by the delay.

"Yes," returned Joe, pretending to hurry. After a pause, the chief spokesman asked in a grim tone:

"Where's this money from?"

"The greater part from New York and Philadelphia," replied Walter without hesitation. As Joe was "going through" the safe for them, one observed:

"No jewelry, watches, or packages of any kind

—nothing but the money of the express company."

"Yes," said Joe, in an absent, echoless manner.

With something like practiced deliberation the chief spokesman of the two thieves now cut open the packages and abstracted the contents, tossing the envelopes away with a look that said he had no use for an empty shuck. In very truth he handled every package as if he were well acquainted with the business of expressage. One of the packages, which he evidently thought contained only papers, he contemptuously tossed aside as valueless; it, in fact, contained \$10,000. He handed the contents of each package, with a dexterous flourish to his pal. His every act denied his being a farmer.

It was a fat find, a rich haul for them, and they were keenly alive to the fact. They had secured at the very least calculation, \$200,000—all in one night! That is getting money faster than a mint can print or coin it.

Having gone through all the packages, they turned their attention next to another safe that stood in the farther corner of the car. One said with staggering force, almost like a blow, itself:

"Open that safe," pointing his finger in staccato manner.

"That is simply a deadhead safe," answered Joe.

"The — it is," he roared.

"Yes, I said."

"Show me your way-bill."

Joe, let it be said not to his discredit, started promptly to get the bill, when the fellow yelled:

"Keep your hands up. Show me the paper; I'll get it." It was plain that he suspected Joe might arm himself and, perhaps, give them a great deal of trouble, now that the first flush of fear was over and courage had returned to his heart.

"There it is," said Joe, indicating which one. The bandit sharply looked at the bill, his keen eyes falling on the paper as if they might burn holes through it, and in a satisfied tone said:

"All right." He flung the manifest down contemptuously, and, with an evident sense that their work was done, cast his eagle eyes swiftly through the car to see if, perchance, anything might have been omitted. He discovered a fine gold watch hanging on the wall, and his eye coveted it. For the moment, certainly, he forgot that it would be a telltale. As his hand almost involuntarily took it down, he inquired:

"This yours?" looking at Walter.

"Yes—mine," simply answered Walter. Turning sharply to Joe, the robber asked abruptly:

"Are you afraid of losing your job?"

"No doubt we will," replied Joe.

"Well, quit the business and get into ours. There's more money in it." There was something of a genuine feeling in this advice. But it came from a wrong source.

"More danger, as well as money," returned Joe, tartly.

"Not necessarily," was the mild abnegation.

"Yes; from the law, as well as your work," argued Joe, who stood in the dim light with the blankest air any man ever had.

"I'll not take your watch—nothing that belongs to you," said the fellow, perhaps considerably, perhaps prudently.

"As you please, not I," said Walter, sarcastically. Stung by the tone and remark, the fellow lifted his hand to hurl the watch against the safe and smash it, but a sober second thought restrained him, and he defiantly handed the chronometer to its owner. As they approached the broken door, the communicative chap observed, half facetiously:

"Badly disfigured, but still in the ring." And then they disappeared, through the opening, in the darkness.

The express car had been, in fact, seriously damaged by the dynamite explosion. The heavy oak door was lying sprawling on the floor, badly shattered; part of the iron casing was cracked; the platform had been shivered and loosened; the whole end of the coach was wracked and damaged; every pane of glass in the windows was broken and fragments scattered over the floor, and dynamite stains existed far out on the floor.

The escape of the fellows was novel and complete.

With a wild yell and a grand volley of arms they quickly boarded the engine. Savagely the chief said to Cosby:

"Put plenty of water in the boiler, and mark you, sir, coal up. Now, get a move on you, and sleep some other time." Turning to Keiger, he commanded further, in a rasping, uncompromising manner: "Disconnect the engine; be careful about the air-brake tube."

All this was complied with in a minute, and then the chief turned to his gang:

"Is all the plunder in?"

"Yes; all here," one answered.

"All the pards in?"

"All in," they answered.

"Now, Mr. Engineer, you just please vacate, step down and out, and I'll be your successor for a little while. You and your fireman may keep the rest of 'em comp'ny for a while."

It was not with alacrity or satisfaction that Cosby obeyed, but the nozzles of three or four revolvers, almost against his ear, were enough to

coax him to do a thing he otherwise would not do. He slowly climbed down. When his foot dropped to the step, he almost felt he had stepped on his heart. If there is anything in the world an engineer dislikes to do it is surrender his engine, unofficially, to others. It is equally hard for a conductor to part with his train. He feels as though he had been robbed of everything he holds dear on earth—save his family. But might, while it never makes right, too often triumphs.

After Cosby touched the ground he found Keiger at his side.

"The dirty dogs!" groaned Keiger.

The chief of the gang, now manipulating the throttle, pulled the whistle and sent forth a screaming, defying blast that tingled the ears. Cosby was too dumbfounded to speak or move. Keiger was rooted to the spot like a stump. The engine moved away, slowly at first, but with swiftly accelerating speed.

There the train stood; stalled in the middle of the road. George Neal and Stancil Cosby promptly decided to follow on foot as fast as their ability would permit them. Keiger remained in keeping of the train, while Roe Fenn, the brakeman, was sent back with a danger signal. At Montgomery station, a mile away, the two pursuers aroused the telegraph operator, and he sent word over the wire in advance of the stolen engine. The agent at the place ahead opened a blind switch, and when the engine came flying up it leaped into the open switch and soon ended its mad career in the ditch. This was, indeed, timely, for it just saved a collision with a train from the opposite direction.

It now transpired that the gang had stopped at the river bank and deserted the engine. Then they sent it ahead, running wild. The abandoned engine, turned loose to its fate, as we have just said, met its fate by an ignoble turn in the ditch.

Everything seemed to come the way of the clever robbers, proving the perfection of their plot and showing how well it was executed. At the river, a boat was in readiness for them and promptly carried them across with their plunder. They had succeeded so far; it remained now for the law to succeed in finding them, and recover the stolen pelf.

Now, this last remark may sound like a reflection on the law, but we hasten to say, in order to disprove the suspicion, that within the next ten days—no longer a time than that—the law, or its minions, rather, had run to earth and arrested the robber with the squeaky voice. The next step was to immure him and dog him with senseless questions till he confessed the whole business. Did the man with the squeaky voice peach on the others? Did he give his pards away? Did he open up and tell all he knew? No—no! The man with the falsetto voice did nothing of the kind. He stoutly denied, to the very end, when the court passed sentence on him, his guilt in the robbery.

"You sentence an innocent man, judge," he shrilled out as he was led away by the sheriff.

The chief of the gang, who fought Conductor Neal, who was the leader in the work in the express car, who sat in Engineer Cosby's place in the engine, was never found. The executors of the red-eyed law "seized the person of a man" whom they suspected as the prime mover in the affair, but, after allowing him to play checkers with his nose behind the bars for several months and worrying him for days in the court room over the semblance of a trial for justice, he was not found guilty and was "let go hence without day."

And there the whole matter ended, notwithstanding the big rewards offered for their seizure.

Joe Denton and Walter Gratemman were not dismissed from their places.

OUR NEW YORK LETTER.

Building operations here have taken a most remarkable spurt, always with us at once an early harbinger of business revival and a most important factor in promoting it. For not only do they of themselves contribute a large amount of purchasing power on the part of the army of mechanics set at work on the great structures that are now required for city trade, but they also furnish practically an addition to the soil of Manhattan Island and to the tools of future enterprise. So scarce and valuable is that soil indeed, that one of the chief obstacles which industry has to over-

come with us is the difficulty of finding suitable and sufficient quarters in which to exert itself; and when one sees the remarkable structures, half a century and more old, and patched and altered out of all relation to their original arrangement, which are now coming down on every hand in our chief business section, to give place to modern structures, it is astonishing evidence of what men will put up with for the privilege of foothold in this little area, whose square feet are worth so much more than the acres on Western farms, where primary wealth is produced. And

even more astonishing is the actual short-sightedness which holds back so long from thus utilizing them to best advantage; for this transaction of rebuilding office blocks amounts to little else than giving the artisans permission to go to work at providing better tools for the business man, who is thereby enabled to indirectly produce the food and clothing which compensate the artisan; the increased return to the land-owner being certain and immediate. It is different with the speculator in uprown residence lots, where so many fortunes have been made, as the value of these has increased so rapidly that while it cost almost nothing to hold them in idleness, and the speculative value has kept so well in advance of the actual demand for use, the owners could well afford to refuse acceptance of the more moderate returns that users could pay, and wait until the latter would come to their terms. But in the lower part of the Island every inch has been in eager demand for years, and the less progressive owners are always sacrificing something of their possible rentals, at the same time that they prevent others from making a living. Some of the uptown property that has not yet become the gold mine that it will eventually turn out to be, has come into notice of late in connection with a bill to tax it more heavily. Following the policy which has given us such landlord estates as those of the Astors and Rhinelanders, many of our rich men have been buying great tracts in the outlying districts in advance of the population which is pushing out towards them as necessity forces and means of transit are extended. They have calculated on being the real beneficiaries of whatever improvements in travel are devised, ostensibly with the primary purpose of providing cheaper homes for the people, and meanwhile contributing to public revenues on about the same basis as farms in the center of the state with no such possibilities before them—the policy by which the Astors have rolled up a hundred and fifty millions. And now comes along an irreverent legislature and proposes to tax them as if they held city lots. Great is the outcry and earnest is the denunciation of a measure that they claim would be so disastrous to the market gardeners now occupying the land; for it is the usual practice in this sort of speculation to eke out a little interest by permitting temporary tenancy for such purposes, just as was done in our once famous "geat district" when it was being held idle for the enormous advance that has since taken place, while people seeking homes were being driven right past it to Marlem and twenty miles away out to New Jersey. This is the sort of speculation in pursuing which one can not wait upon the necessities

of others. How different it is from the far more decried speculation in products of labor, such as the famous Fair wheat deal! The recent developments in that affair are a most cogent answer to the fears of those who imagine that capital in its proper sense is so powerful. Wheat well taken care of, is about as durable as most kinds of movable property, but is still subject to decay, as is everything else produced by human endeavor; and so the holders of the stock, by purchasing which it was attempted to corner the grain supply of the Pacific coast, have found it spoiling on their hands; while at the same time the vacuum caused by its withdrawal has been promptly filled by a new supply. What has occurred in this instance ought to convey a hint that the more recent outcry against the high price of beef as being the result of deliberate combination, is at least exaggerated. The real facts in this case are, that a dozen or fifteen years ago there was a craze for the ranching business, particularly among the moderately well-to-do young men of the east; who in great numbers proceeded to embark their energies and sink their money in herds of cattle, sheep and horses on the plains. Their disastrous experience naturally caused a reaction and withdrawal of enterprise from that line, which, combined with one or two bad seasons, has culminated this year in an actual shortage of beef, from which result the current high prices. Of course the big packers have taken advantage of it so far as they could; but to imagine that they have created an artificial shortage in an article of such general production as beef (however willing they might be to do so) is absurd; for the only effect of such action on their part would be to hurry in from the ranges every available head of cattle to reap the abnormal profit that would be afforded to every petty butcher in the land. Yet the papers and the people that are bitten with the trust-phobia, and by magnifying the power for evil of the great combinations, so materially promote their real purpose—that of unloading worthless stocks and bonds on the public—turn livid over the misdeeds of the meat packers' combination, while they placidly ignore the perennial tribute that is levied upon industry by the owners of special privileges of natural or commercial growth.

Just such an illogical performance has been going on for some years past in relation to the suits against our elevated roads for alleged damage to abutting property. It is a very open question whether such property has not almost invariably been benefited more in one direction by the construction of these roads than it has been injured in another; but setting this probability aside, some of the cases which have been successfully prose-

cuted are outrageous, even although against a corporation whose management is so abominably grasping. The writer has one case in mind—a sample of many others—in which a building and lot were sold at a price which it was claimed was lower than they would have brought if the road had not been built in front of it; although in reality it has been an advantage to it, and to the writer's personal knowledge the question never entered into the transaction either way. By one of the curious complications of law the suit for damages had to be brought by the new owner as well as the old one—although, even on the theory of the case, the new one must have been benefited, not injured—and the two divided the spoils.

Instances like these have happened right along, but no one has been heard to suggest that those whose property was enormously increased in value should compensate the road, or to any adequate extent, the city from which its franchise was derived. The iniquities of the elevated road people have been too great to encourage any sympathy with them, but it does seem amazing that an intelligent people should maintain that fetish worship of landed property which teaches that its owners alone shall not only levy tribute without question upon every form of industry, but that if their taxing privilege is in any way impaired they shall invariably be compensated for it.

A curious instance of this special sanctity was in the original decision of the income tax. With all its grotesque unfairness, there can be but little doubt that the justices were legally correct in the distinction which they made; for, while it is almost certain that the only direct tax—except the now nearly obsolete poll tax—which the framers of the constitution had in view, was that upon lands and houses; yet even the vagaries of the law can hardly account for the hair-splitting distinction between a direct tax upon real estate and the indirect application of such a tax by levying it upon the income of real estate. One monstrous discrimination was escaped by nullifying this portion of the law; the discrimination in favor of land that was yielding no income, which was a step backward to the British system which encourages land speculation so much more even than our own. But the most consistent—and consistently bad—feature of the whole thing was the almost unanimous decision that the real estate owners were to be treated differently from the owners of anything else; for it is indisputable that such property has always been, and still is, regarded in law as on a far more sacred basis than any other property. That this is so in law does not, of course, make it right—far less immutably right; for laws are, after all, theoretically at least, only the formulated expression of public opinion, necessarily varying as that varies. And one of the best results of this decision is likely to be the modifying of the constitution in this particular to conform to the advance in ideas which a century has brought. The entire scheme of the income tax was regarded with more favor here, when first proposed, than most westerners would imagine; for the idea was readily accepted that it was a fairly good rough and ready way of evening up things with the advantages of monopoly. But as the discussion

went on and the actual enforcement of the law came around, people began to open their eyes to the fact that all possessors of incomes large enough to make the trouble and risk really worth while, would, to a great extent, evade its operation, and that only the moderate incomes would pay in full. Of these last there are, of course, far more in and about New York than anywhere else in the union. A New Yorker who comes from the minimum taxable limit of \$4,000 up to \$10,000, is in no more than very moderate circumstances; and this not only because his environment is such that he must necessarily spend more than he would elsewhere, but also because by reason of the greater facilities for earning money, he is in one way and another subject to a rental charge that pretty well cuts up his greater advantages. So that a comparatively small merchant or a bank teller would have had to bear as much of the burden of government in this respect as would another man who, living in a country town, would be esteemed quite rich; the ever-present landlord in reality absorbing the difference in productive capacity that exists between localities. So when the supreme court said that the landlord should go scot free of this special tax, the rapidly fading disposition to advocate it disappeared almost entirely, and very little regret can be heard at the death-blow struck by the revised decision.

A rather startling presentment has just been made of some of the largest firms in the business, which throws a good deal of light on the "department store" problem. It is under a law which it seems has become nearly obsolete here, although very rigidly enforced in Great Britain, against the stamping as "standard" silver anything under a fixed percentage; and it appears that the firms in question have been selling as silver ornaments, articles which are little, if anything, better than brass. Probably, their customers have not really been deceived to any great extent, but have deliberately accepted what they must have known were inferior goods, merely because of the saving in price; and the real thing of importance about it is that it illustrates by what means these "universal providers" are able to compete in lines which lie outside of the dry goods trade proper, out of which the bazaars have been evolved—not by any inherent advantage in the big store as against the smaller one, as has been generally supposed, but by shaving price by means of lowering quality.

This is a tendency which is bound to correct itself in the long run, just as soon as the great mass of purchasers are not compelled to consider dollars and cents at the expense of other things equally valuable. It is really less convenient to buy in these places than in smaller establishments, and under natural conditions, when opportunities were open to everyone to exert his energies in whichever direction they are best fitted for, no one would seek to save a few cents by expending more time and trouble than would earn those cents; but as conditions are with us, when ninety and nine labor only by permission of the one hundredth man, most of us have more time to sell than we can find a market for and are therefore impelled to economize by what are really wasteful methods. EDW. J. SHRIVER.



Our readers who write to any of the firms advertising in these columns are requested to mention
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E. E. CLARK, EDITOR,
J. A. MILLER, ASS'T.

AN OBJECT LESSON FOR SOCIALISTS.

The attempts that have been made in the past to practically demonstrate the truth of socialistic doctrines have been so universally attended with disaster that the advocates of those doctrines can certainly find but little in the way of encouragement in their history. Until very recently there was a community in Adams county of this state, known as Icaria, to which socialists were wont to point with pride as a living vindication of their faith. Now, alas, this satisfaction is taken from them, as the "community" in question has gone to join the long list of similar undertakings whose monuments form the milestones in the onward march of socialism and a receiver is now administering upon its temporal affairs.

Icaria dated from a period just previous to the French revolution, when E. Cabet sent 69 French socialists to found a new empire for their faith in Fannin county, Texas. The privations of frontier life and internal dissensions soon proved too much for these would-be pioneers and they moved in a body to New Orleans. Here Cabet came to the rescue of his disciples and took them to Nauvoo, Ill., which had been deserted by the Mormons after the killing of Smith. Here they were successful for a time, accumulating some property and increasing their membership to about 280 persons. They could not stand prosperity, however, and internal discord divided the band in the year 1856, Cabet taking about 170 of his adherents to St. Louis, where he died that same year. The other faction settled near Corning, Iowa, where most of them have made their homes ever since. The Iowa disciples prospered slowly until, in 1876, it was estimated that they had accumu-

lated nearly \$60,000 of practically unincumbered property, but again prosperity was the signal for factional strife and three years later the "community" divided its belongings. One portion migrated to California, while the other retained the Iowa home. Since that time matters have progressed in the same channel until it is now the general opinion that the best interests of the common body and of all its members demand dissolution and a final division of the property. This brings to a close what was, perhaps, the most ultra-socialistic of all the similar bodies in this country, if not in the world. It was formed after the strictest principles of the sect and the lessons furnished by its history and final dismemberment are all the more pointed because of that fact.

No one will question the right of every man to be secure in the possession of the just and reasonable reward for or the full fruits of his enterprise, his labor or his accomplishments. It does not follow, however, that because of the enactment of vicious laws or the misapplication of those intended to be just, many have become rich and many more poor, the whole should be graded down to the standard of the poorest, as must be done in the co-operative commonwealth. So long as human nature remains as it now is there will always be found in any considerable body of men individuals who will not be content with average conditions, to say nothing of the arbitrary restrictions which all such schemes necessitate. The history of Icaria, which we have briefly reviewed, demonstrates beyond all question the truth of this statement. As soon as the "community" was moderately successful, the ambitions of the stronger among its members

began to make themselves felt and the result was invariably discord and disruption. The drones, who exist in every community, and who expect the best of everything without giving any return, furnished a never-failing source of discontent to their more industrious neighbors. Petty spites and jealousies, no doubt, played their part in hastening the end, as such a life and surroundings must furnish rich soil for the cultivation of all the smaller weaknesses of humanity, and together

they have left the picture anything but alluring. If this were the only instance of failure in these undertakings it would furnish but poor foundation for objection to the system, but the entire history of socialism is filled with similar wrecks. If it is found practically impossible to make the system succeed in the handling of such small bodies of men, how absurd must be any attempt to force its application to such a nation as ours, with its diverse nationalities and conflicting interests.

The Nevada legislature has taken a step in the right direction by passing a law requiring all the state printing to bear the label of the International Typographical Union. There is practical aid for organized labor in such measures as this, and other states would do well to follow the example thus set them.

Of the many indications of returning prosperity noted by the daily papers with so much liberality of space at the present time, there is no one which offers so much of reasonable hope for the future as the frequent increases made in wages. It is true that in many of these cases the increase is no more than a return to the schedule paid before the reductions of the past year or two, but even that little is encouraging. All will hope that business conditions will continue to improve until a general advance in wages will be found necessary, and that, when such improvement has been secured, it may be made permanent.

Not content with the encroachments they have already made upon the passenger traffic of the steam roads, the promoters of electric roads are now turning their attention to the freight business. In a number of the eastern states the trolley freight car is being considered and in Pennsylvania, especially, an attempt is being made to secure legislation favorable to the making of the experiment in Philadelphia. For the present at least this service will have to be confined to the delivery of parcels and comparatively light packages in the larger cities, consequently its first menace is to the delivery companies, but no one can safely venture to fix the ultimate limits of the new departure. It is a field that offers wonderful opportunities for development, and the progress of experiments in that direction will be watched with an abiding interest the country over.

The approach of summer weather has revived the agitation for fresh-air funds and all the similar

means for giving some slight aid and comfort to the unfortunates who inhabit the crowded and unhealthy tenements in our larger cities. How much better it would be if these philanthropic efforts were distributed over the entire year and were directed toward securing a permanent change for the better in the conditions under which the poorer laborers must live. The same amount of energy and money judiciously expended would, in time, bring to life a new public sentiment, which would not be appeased until the leprosy tenements of the present were unknown and pure air and water and the health-giving sunlight were free to the poorest of God's creatures. The work now being done is much better than nothing and should not be discouraged; but the true friends of the unfortunate will not rest until the movement has been given a direction which promises the working classes something of more lasting benefit than an annual picnic with its usual accompaniments.

The successes which have followed the efforts on the part of corporation attorneys to misapply and secure misconstruction of the evident intent of the interstate commerce act and of the anti-trust law, must have been eminently satisfactory to them and to their employers. It seems reasonable to believe that they have at least encouraged them to continued efforts in a wider field, and attention has been called quite frequently to efforts which have been made to secure the enactment of vicious and oppressive legislation under seemingly harmless guises. The latest effort in this connection, to which attention has been called, is the effort to secure the passage in the state of Illinois of a bill, introduced by Senator Bogardus, ostensibly for the purpose of applying capital punishment to the offense of train robbing. Senator Bogardus admitted that several amendments had been made to the bill, at the suggestion of railroad attorneys. The bill passed the senate with little or no attention being paid to it, and reached a third reading in the house, but the evil

purposes and probable misapplication of the bill became apparent and it was defeated.

The second section of the bill was as follows:

"Any person or persons who shall remove, displace or injure any signal, switch, frog, rail, tie, bridge or trestle, or any part of a railroad track or a road bed, or who shall place upon any railroad track any obstruction or explosive substance, or enter into a conspiracy thereof with the design of robbing any company, agent, employee, passenger or other person upon a railroad train, engine, tender, car or coach, on any railroad in this state, or shall in any way stop, detain or arrest the progress of any such train, engine, tender, car or coach, with the intent to commit robbery thereon, or having in any way gone upon or entered any engine, tender, coach, express, baggage, mail or other car, or any apartment of such train, shall there rob, maim, wound, injure or kill any passenger, agent, employee, person or persons, or shall rob any express company, mail pouch, baggage or car of any money or valuable thing whatsoever, either the property of such company, agent, employee, passenger or other person, or the property of another, in his or their care or custody, or shall assault any agent, employee, messenger, passenger, or other persons on said train or connected therewith, shall be deemed guilty of train robbing, and on conviction thereof shall be punished by death or confinement in the penitentiary for a term of not less than ten years."

This section has been very ably analyzed by Attorney John W. Ela, of Chicago, as follows:

"Any person may be punished by death or confined in the penitentiary for not less than ten years who shall be found guilty of each of the following offenses:

SOME DISPUTED POINTS.

"1. Any person who shall remove, displace or injure any signal, switch, frogs, rails, ties, bridge or trestle or any part of a railroad track or roadbed, or shall place upon any railroad track any obstruction or explosive substance, or enter into any conspiracy thereof with the design of robbing any person on any railroad train.

"2. Any person who shall in any way stop any railway train with intent to commit robbery thereon.

"3. Any person having gone upon any train who shall

rob any other person or any car of anything, money or property, or shall injure any person on said train.

"4. Any person who, having gone upon any railway train, shall assault any employee or other person on said train or connected therewith.

"There are grave doubts as to whether the punishment of death should be applied in any of the cases above named. Death would not be too severe a punishment for displacing a switch or putting obstructions on the track for the purpose of robbing a train, where death results. And hanging would, perhaps, not be too severe a penalty for stopping of a train under such circumstances and for such purposes and thereby recklessly imperiling the lives of passengers, even though death did not result. But these cases are provided for in the first part of this section only, that is, in the provision which I have numbered first.

COULD NOT FLAG A TRAIN.

"The second provision punishes the person with death for stopping a train, in any way, with intent to commit robbery thereon. Trains may be stopped by flagging and in a hundred other ways which are perfectly safe, and of course no such offense should be punishable by death, and there does not seem to be any reason why the punishment should be any more severe than in the case of any other robbery or attempt to rob. Offenses under the third provision are simple robbery and should be only punishable as such. Under the fourth provision it is absurd, or rather horrible, to hang a person for simple assault, even though it may be committed on a railway train.

Capital punishment would be none too severe for anyone who would rob a train or would wreck a train for the purpose of robbery, but a bill providing for that punishment to be properly applied to that offense need not, of necessity, go to any such lengths as were gone to in this bill. The repeated efforts to secure the enactment of such vicious, and in reality, class legislation, should convince the working people and labor organizations that there is a broad field for their efforts in active interest in legislative affairs.

COMMENT.

A little more than three years ago, writing in the *Chicago Age of Labor*, I outlined a plan for the unification of the railroad men of the country for political action, looking to the protection of their interests in the government, and I am pleased to learn from the editor's remarks in the *MAY CONDUCTOR* that there is at least a prospect of some such an idea being put into practice. There are very few congressional districts in this country where railroad men do not hold the balance of power, where they could not elect the congressional candidate of either one of the great political parties, as they might see fit. This is a power which they have never used to advantage for themselves; it is a power, the possession of which they have apparently not been conscious, and they have foolishly allowed it to be frittered away and divided against itself. So far as the general principles embodied in the platforms of the great political parties are concerned, even admitting the improbability that party success was tantamount to putting those principles into practice, railroad men have very little choice of par-

ties, that is to say, it makes very little difference to them which party wins the election; and it is the very acme of foolishness for them to divide their strength and vote against each other on these general issues. For instance, the tariff question, which has kept working men divided on party lines for so many years, is one which could not affect the material prosperity of railroad men, or, indeed, of any class of wage earners, except to an inappreciable extent, no matter which way it might be settled—that is, so far as the question has ever been allowed to become a question of practical politics. There is now every indication of a new political alignment in 1896; the tariff question has become a mouldy chestnut, and it is to be forced into the background by the money question. But, so far as the wage earners are concerned, this new question, in the shape in which it is being forced into politics, is of no more importance than the tariff question. No matter which one of the political factions may chance to win, the material status of railroad men will be affected to so slight an extent that there

will be nothing worth fighting about. This is true, because the new alignment, like the old, is on a false issue; an issue raised merely to deceive, and divert men's minds from the contemplation of those problems which really affect their welfare. The real and only question of importance before the American people today is, shall this government be run in the interests of private monopoly, or shall it be run in the interests of all the people? The money question, as it is being forced upon the attention of the people by the great party leaders and agitated in the press, does not touch this issue. Whether the ideas of the sound moneyites or those of the free silverites may chance to prevail in the coming political battle, the power of monopoly to oppress the laborer will not be affected, because the source of monopoly's power has not been touched, the principles upon which it operates so as to enslave the people have not been abrogated.

* * *

What, then, is the proper course for railroad men to pursue with respect to the use of the political power they are capable of wielding? They should go at it in a business-like manner, and make this power a force to secure direct benefits for themselves, irrespective of the main political issues of the day, and irrespective of party alignments. This may be done by paying attention alone to the election of congressmen: these are our lawmakers, and these are the ones who must be made to feel the importance of our power. It is a very easy matter to formulate some measure which would be of vast benefit to all classes of railroad men if enacted into law; some measure which would abridge the power of monopoly, upon which all railroad men could unite without friction, and yet so far removed from the current political discussion as to excite little comment, or, perhaps, none at all. Let the proper grand officers of all the brotherhoods get together and formulate some such measure and submit it to the subordinate divisions of the several orders. Then let these subordinate divisions organize by congressional districts throughout the country, hold union meetings, arrive at an exact estimate of their combined voting strength, secure the proper pledges from the voters of all the orders, and appoint a legislative committee composed of representatives from all the orders. Then let this committee get together and decide on the most likely candidate to approach, paying no attention to the party collar he may wear, giving no heed whatever to what his attitude may be on the political issues of the day, and, above all, not allowing themselves to be influenced by the fact that one or the other of the candidates is a

"H—l of a good fellow." These "good fellows" in politics will bear watching. Let the committee bear ever in mind that the main issue with them is ever and always the passage of *their measure*, and that, so far as they are concerned, the main political issues of the day are merely *side issues*; and let them select their man with a view to the best interests of their measure. This measure, whatever it may be, should not be complicated, indefinite, vague, utopian, nor impracticable. It should be simple and direct, containing one definite and clear-cut proposition, and one only. Having selected their man, the committee should obtain an interview with him and solicit his support for their measure, giving him an estimate of the voting strength that was behind them, and telling him plainly that this strength would be cast for or against him as he either pledged or refused to pledge himself to support that one measure in congress. He should be made to clearly understand that the voters who were pressing for this measure did not care the value of a picayune how he might stand on other measures. The proposition should simply be, "Support this measure and we will elect you, refuse to support it and we elect your opponent." That would fetch him. Then he should be given to understand that his support must not be perfunctory, but honest and satisfactory; and if not so, no matter how good a record he might have made on general issues, he would be elected to stay at home for the next term just as sure as God reigns in Israel. If this plan were followed in every congressional district in the United States what would be the result? Fully nine-tenths of the members elected to congress, irrespective of political affiliations, would stand pledged to support this measure demanded by the railroad men, and as it would not be a party question and there would be no division on party lines, the railroad men would get what they wanted. The records of the congressmen should be carefully watched, as there would undoubtedly be some who would show a disposition to shirk their obligation; these men should be marked, and defeated at the next election. No mercy should be shown them; no compromise should be made with them; they should be sent into retirement and be made to understand that they would be kept there.

* * *

If railroad men would unite on some such plan as this, they would accomplish more good for themselves within a decade than can be accomplished in a century by following standard political methods. One serious error which workingmen fall into in formulating political demands, is that they ask too much; not more than they ought

to have, but more than it is possible for them to get at the time. They thus complicate matters and place themselves at the mercy of the politicians. The impossible is used as a club with which to beat the possible, and the result is nothing. Again, after formulating a string of demands as long as the moral law, workmen then frequently pick out some man whom they know to be in sympathy with them, and secure his nomination on one of the party tickets, or if this fails they nominate him on an independent ticket for the purpose of forcing their program into politics. This, also, is a serious mistake. It is impossible to elect enough men in this way to produce any serious effect on legislation, and the effort involved is so much effort wasted. There is no use wasting effort in the attempt to control primaries and nominate candidates. Candidates are nothing; measures are everything. Let the politicians nominate the candidates, then the effort should be to control one of these in each district in the country in the interest of the measure demanded. This would be forcing measures to the front and men into the background. A compact, non partisan force would be created, united on a single definite proposition, and there is every prospect that it would be enacted into law without quibbling and without delay. When one thing had been secured in this way, then formulate another demand and proceed as before. It would not be long before railroad men would have what they want in the shape of laws, and would be recognized as a political force not to be despised. In some districts where railroad men fail to hold the balance of power, the trade bodies in the district might be brought into the scheme; indeed, this might be a wise idea in any event, although it would undoubtedly tend to create some difficulty in formulating concise and uncomplicated demands which would be uniformly acceptable throughout the country. There is nothing impossible in a plan of this kind; it is practical, not partisan politics. All that is needed is a sense of mutuality of interests on the specific proposition, and a knowledge of the fact that so far as they are affected by general issues it makes not five cents' worth of difference to railroad men which one of the great party candidates in their district wins the election. Let some such plan be tried in '96.

* * *

It is a peculiar, not to say embarrassing, position in which this government is placed by the latest income tax decision. A deficiency in revenue was inevitable, even had the law been sustained on the lines laid down by the former decision, and now that the law is defeated entirely

the last fifteen million estimated as the revenue from income tax must be deducted from the revenue for the current year, increasing the deficiency still further. Under these circumstances something must be done to provide revenue; but of the two obvious courses open to the administration, both are equally bad in the present state of the country. To call together a congress opposed to the administration by a big majority is merely for the administration to have thrust upon it a remedy which it does not want, if, indeed, the congress were disposed to provide any remedy at all. It seems quite certain that if congress did agree upon a remedy it would be such a one as the president would feel himself under the necessity of vetoing. The other remedy, a bond issue, when used openly to provide revenue, when deprived of the excuse of replenishing the gold reserve, is, when the administration's contract with the bond syndicate is considered, worse still. It is not likely that the Secretary of the Treasury has any authority to issue bonds for the express purpose of covering a deficiency in the revenue; but he had no real authority to issue the bonds he has already issued, so the question of authority does not amount to much. But the bond syndicate has an option on all the bonds which may be issued up till Oct. 1st, 1895, and, practically, in the present state of things, the government is at the mercy of the syndicate until that date. It has the country by the throat, and if the government procures money to cover its deficiency in revenue during the existence of the option, it will be on such terms as the syndicate may dictate. The manner in which the administration allowed itself to be buncoed in that bond contract has been pretty widely advertised throughout the country, and it is doubtful if it would care to provoke the storm of indignation which would surely follow any attempt to enter into further negotiations under the contract. Altogether the situation is a curious one for the government of a great nation of free people to find itself in. It is hard to believe that real statesmen, acting in the interests of all the people, are responsible for the government's predicament. With regard to the income tax decision, which is partly responsible for this state of affairs, the words of Justice Harlan, in his opinion dissenting from the majority, deserve to be quoted: "If this new theory of the constitution, as I believe it to be, if this new departure from the way marked out by our fathers is justified by the fundamental law, the American people cannot too soon amend their constitution."

* * *

The extent to which the spirit of commercialism has taken possession of the most sacred functions

of social life is well illustrated by an incident related by Rev. Dr. Parker, of St. Peter's Episcopal church, Brooklyn, N. Y., who recently announced from his pulpit the abandonment of the system of free church pews, which had proven a failure after a trial extending over a period of nine years. The reverend gentleman announced himself as still a believer in the theory of a free church, and he said, "I am surrendering a great deal in surrendering this dream of my ministry;" but the trial had proved the system wholly impracticable, as it involved an ever increasing deficiency for the church. Among the causes which led to the abandonment of the system, Dr. Parker related the following incident, which he declared to be "strictly true": "A man well-to-do in this world's goods, who was a pewholder and a pew-owner in another church, came and settled among us. He sublet his pew in his own church for \$300, and made us an annual offering of \$50 for the seats for himself and his wife, thus pocketing \$250 a year by the transaction. This is the way some people have helped us to work out the beautiful free church system."

One would suppose that a man might forget his profit when dealing with the institution whose mission is to enable him to lay up treasures in heaven. The visions of those heavenly treasures, the golden streets and the pearly gates, might be

expected to divert the mind from the contemplation of earthly treasures—the hard dollars of this mundane sphere. However, the spirit of commercialism dominates our entire civilization. Men must make a profit even out of their relations with their God; rather, profit is their god. The church has become merely an appendage of the commercial system, and the majority of those who contribute to its support do so because they feel that the church is useful to them in their business undertakings; they look upon their church membership as an investment and expect it to return them a profit the same as other investments. What they pay out for support of government and the church are equally regarded as expenses, vexatious and annoying, perhaps, but nevertheless necessary for the stability of business. They constitute, in fact, a sort of fixed charge which business as a whole is burdened with, and if one is so fortunate as to be able to reduce the charge for himself, as the individual cited above succeeded in doing, without thereby reducing the general efficiency of the machine as a whole, he is to be congratulated for his shrewdness. It is small wonder that the church is losing influence with the masses when the real spirit of Christianity finds so small a place in the practices of its members.

"B."

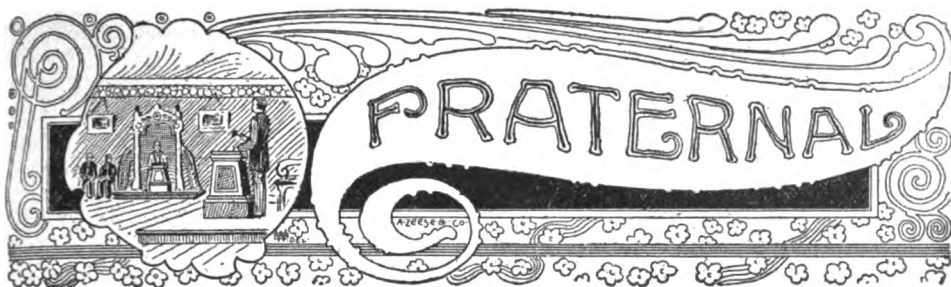
BORROWED OPINION.

Crop prospects are pronounced good throughout the country generally—a statement highly important and encouraging to all interests. Corn planting is progressing rapidly in Illinois, Iowa, Missouri, Nebraska and other parts of the great Northwestern corn belt, and farther south the plant is already up and being cultivated. Wheat, oats and other grains which are up are reported as looking well, fruits and vegetables are in flourishing condition, and although rains have not been as frequent or abundant as might be desired and in some localities damage is feared from drouth, still the general tenor of dispatches is very hopeful and there is time enough for plenty of rain.—*The Railway Age and Northwestern Railroader.*

There are many people laboring under the delusion that to show a friendship for labor, or to successfully espouse the cause of labor organization, means first, a bitter attack on the employer in general as the ground-work of their position. So deeply has this idea taken root in the minds of writers and talkers that many of them apparently consider rank heresy any expression from a labor representative or a labor paper that savors of fairness in opinion, or that gives any deserved credit to an employer. Evidently believing that their own salvation depends alone on the employer's damnation, they forget to be decent in their expressions and indulge in a line of supposed argument that is as senseless as it is harmful. There is never anything to be lost by giving due credit where it rightfully belongs, and

one man is as justly entitled to receive it as another when he deserves it, regardless of the position he may occupy.—*Railroad Trainmen's Journal.*

It is a strange statement to make when one says, "The ancient monarchy of Great Britain, from which the American Colonies separated because of her ancient customs and laws, has within a hundred years outstripped her offspring in adopting the new order of things." Only a little over a hundred years ago all public functions were performed through the medium of "companies" in the mother country. The trade with the Indies and with the American Colonies was conducted by combinations of capital in a favored few "companies," who were vested with the sole right to trade with the people in the South Seas, in the Hudson Bay territory, and other parts of the world. Only a little more than a hundred years ago the American Colonies condemned such procedure and swore all men were "created equal," and proclaimed to the world that there should be no favored class in America. "the home of the brave, the land of the free." How times have changed! Companies, that is corporations, are fast losing their power in Great Britain. The people are rapidly substituting governmental and municipal control for the control of corporations. The American States are now where their mother country was a little over one hundred years ago, and are fast becoming a nation of "companies."—*Locomotive Firemen's Magazine.*



"The Parting of the Ways."

The Home for Aged and Disabled Railroad Employees is no longer an experiment; it has come to stay, because of its absolute necessity, because no true-hearted Railroad Brotherhood man will consent that a Brother railroad man shall become a county charge, unless by conduct unworthy a Brotherhood man. The journals and magazines of the different Orders have opened their pages to the monthly reports of the Home, and have, after careful examination, espoused the objects sought by it.

We find ourselves suddenly brought to "the parting of the ways." The applications for admissions to the Home now on file, will, with those already here, crowd the capacity of the Home to its utmost. Thus far we have gotten along by renting a small building, but now the necessity is upon us. Plans must at once be matured and funds raised to build or purchase a suitable building.

We all realize the fact of the hard times. We all know that many a man is temporarily laid off; many are on the extra list, or working short hours; many, we are aware, are behind in their dues, or being carried by their Brothers. Still with all this we cannot refuse these applications; we cannot turn away the helpless men now here.

When it is taken into consideration how small a sum will be required from each; if each will respond the burden will be so small to each, while these many littles will be such an inconceivable blessing to those who so absolutely need the benefits and cure of the home, it would seem almost like insulting the average railroad man if our needs and plans were not made known.

Right here is where I "fear to tread." I hesitate because I fear I shall not count largely enough on the willingness of you men to aid, or on the number that will need that aid.

You do nothing by halves. If you build a home for your aged and disabled associates, you not only want a good home, but one large enough for all you may wish to benefit by it. It would not then be prudent to plan for less than a thirty thousand dollar home.

In such a home from fifty to seventy-five inmates could be cared for. When one stops to think how easily this can be raised and never be felt, he almost feels ashamed for hesitating in the commencement of the work. Could all the members of the different Orders be reached, fifty cents from each would give us all that would be needed, and a goodly sum with which to furnish the building. But all cannot well be reached, and many may feel they could not just now respond. So would it not be better to say, let every one pay one dollar to create a building fund for a home that you will always be proud of?

Is there a member of any of the Orders, who, if one of its members should be made helpless for life and was destitute, would not hand out a five dollar bill for his relief? Here is a plan under which the small sum of one dollar from each will provide a home for all such for all time. After that the cost of one cigar a month from each one would sustain that home so that its inmates would have all the comforts and care they could possibly have in a home of their own.

I know you will respond just as soon as you are assured that your dollar will go for the object designed. Now, how shall this confidence be established? Get the first Grand Officer of each of the Orders to appoint a reliable business man of his Order to be one of a committee which shall select some person or bank to be custodian of the building fund. Let that one give ample bonds for the security of his trust, and when a sufficient sum is paid in let that same committee check out that fund to a proper building committee, on proper vouchers, as the progress of the building requires. Every Brotherhood man in America knows more or less of the writer. Many who know me personally, know that I am gladly giving my labor, my time, and, to some extent, my means, for what seems to me the best good of the railroad men of this country. If you can use me and my associates on the Board of Managers of the Home, to build up for you a magnificent home for your disabled and needy Brothers, you are welcome to our services. I think the peculiar circumstances that have brought me into the close relations I

now have with you, give me an opportunity to render you a service that should not be overlooked. Now, will each Chief and Master of each Division and Lodge take this matter up at their earliest opportunity, and then write our Secretary, Dr. F. M. Ingalls, 1301 W. Madison street, Chicago, what your action is, so that we may know what to depend upon. It does seem to me there can be but one result expected. Could every Brother in the Orders spend one-half hour in the Home and know it for himself, just as it is, you would complain of me for not bringing this matter before you sooner.

Still, while all this seems so plain and important to me, it may seem otherwise to the rank and file of the Brotherhoods, and they may not think the time has come to have a Home for their unfortunate ones. If so, say so, and we will quit; but if you say these helpless men shall be cared for, furnish the funds by these littles from each, and the Home shall be built, and when built, no doubt but "woman's hand" through the Auxiliaries will furnish it.

L. S. COFFIN.

Fort Dodge, Iowa.

Editor Railway Conductor:

It always gives me pleasure to write to THE CONDUCTOR in behalf of Division 36 and the members of the L. A. Ever since I became a member of the Order I have endeavored to work for its best interests, and now that the responsible position of Correspondent has been given me, I hope by continued effort to reach the full measure of its requirements.

This has been a lovely day, just cloudy enough to be cool and pleasant, with breeze enough to cause a ripple in the new leaves that are beginning to give beauty to the trees. The air is laden with the perfume of the blossoms which cloud the fruit trees, giving rich promise for the coming summer. The sun is giving us a gentle reminder of the days when the boys and their families will seek the mountains where they can sit in the shade of lofty pines and drink the cold, sparkling water which is so plentiful in the mountains of Colorado. Already the enthusiasts are beginning to see visions of the gamy little trout which are even now waiting to spring upon the deceitful fly, and the time which delays these enjoyments will seem long indeed. I was looking at Pike's Peak a few moments ago, still wearing the white robe of winter; then my thoughts naturally drifted back to the time when so many made the pilgrimage across the plains seeking for gold near the base of that grand old mountain. My father came to this country in a very early day, but must have been several years

behind the man who said that when he first came Pike's Peak was a hole in the ground.

No. 36 is running on time, though we experience delay occasionally because of a few of the Brothers being so late that they have to "smoke in," but 36 goes on just the same, and will continue to as long as she has right of track and a down hill pull, for the Brothers are all helping her along.

Brother W. H. Hancock is running the day yard in Pueblo, and is general yardmaster, while Brother Mahoney is in charge nights. They are both good fellows, understand their business and have many friends.

Brother J. Dalton, one of our best members, is running a fast freight between Denver and Pueblo. We don't see much of Brother Dalton, but know he is all right, as such men never go astray.

Mr. McBean, agent at Swallows, wishes me to inform the Brothers that he has yellow seed corn, warranted to grow on rocks without soil, and to be self-winding and stem-setting.

Brother D. W. Edmiston is running local between Pueblo and Salida, while Kelley is still throwing 'em over a barrel.

Brother Spike, of Dodge City, visited us a few days ago, looking for N. G. draw-heads.

Brother Ira Collins, our Secretary for the past fifteen months, has tendered his resignation. Brother Collins is in the tea business, and I presume has his hands full without the tedious work of Secretary. We are sorry to lose his services, but hope the new business will prove a success in every sense of the word.

The L. A. of this city is growing nicely in membership and doing a splendid work. The members take great interest in their Division, and are deriving much benefit from it. Each Brother should urge his wife to join, as she will thus be enabled to make many valuable friends, add much to her stock of knowledge by the associations thus formed, and derive great pleasure from the meetings. When it comes right down to working for the Division they will do four times as much as the conductors. That's right, boys, we "ain't in it" with the Auxiliary.

Denver, Colo.

J. F. OWENS.

Editor Railway Conductor:

"Local option," "self-government," are expressions of that modern world tendency, which strives to assure to every individual, those rights we justly call inalienable. This given to a small body of freemen, how do they proceed to govern themselves? They will meet at fixed times to discuss and settle matters of common interest, to elect officers from their number, commissioned to

carry out the laws they may pass, change existing laws and constitution, etc.

In some organizations the instinct for self government is more strongly developed than in others, but the chances are they continue in this way to govern themselves, until membership and territory have increased to such an extent that it becomes a physical impossibility for them to meet personally, and it is at this point where the general membership ceases to exercise its sovereign rights in person, and where direct democracy gives place to a representative system of government. Representatives once elected have a free hand; there is no way of calling them to account until the purpose for which they are elected has been fulfilled, and then the harm is done.

Let us have more of a referendum—the classic model of direct democracy. I have no hesitation in saying the average conductor is a being competent to judge of complex legislative questions wherein he is interested, but too many are burdened with the conception that our executive officers are our masters, not our servants. Thus they overlook the fundamental principle of democracy, that the general membership constitute the only right repository of our law making power. Self-government must stand or fall by that dictum. The right or capacity of our membership to govern themselves need not be considered. All men have the right to self-government, whether they do it well or ill; this is a birthright and should never be bartered. And I hope for the good of railway conductors to see more "local opinion" adhered to in Atlanta than there was at our last session.

It should be remembered that in our Order, where law depends for its force on the consent of the Grand Division, it is eminently desirable that law should not outrun popular sentiment, but have the whole weight of our membership's deliverance behind it. Would it not be well for our representatives to remember this, and to never for a moment lose sight of the desires of their constituencies? If you cannot discriminate properly, it proves that legislative questions ought to be simplified and the innumerable complex side issues obliterated. It is hard for some men to see beyond the immediate or to appreciate the ultimate gain in foreign possessions, but it should be an easy matter to remember it is the general membership that pay the bills, and they ought to reap the harvest.

We should be more anxious to distinguish between men and measures; we should never forget that organized labor is still a very novel experiment, though it has matured so rapidly in some respects, that many are given to regard it as an accomplished fact, while under the existing cir-

cumstances I believe labor to be less independent today than it was twenty years ago. Before that we could take many things for granted. If a railway man through misfortune lost his position he could turn his hand to something else—"go west and grow up with the country." Now the country is grown up and business is full on all sides, and the hand that turned to something else has lost its cunning, and what has the future in store for the conductor of today? "Nothing" but to be ground to pieces by organized capital, unless we, too, organize in a manner effective to save ourselves. In the midst of our complex modern civilization, are there wants, through the course of events forced upon us, that are beyond the ability of our Order as it stands to supply?

This question is worthy of our due consideration. How much of our future greatness depends on this is beyond reckoning. I hope at the close of the Atlanta session to find ourselves in a position to harmonize the different railway class organizations in order to increase their efficiency and widen their applicability. It would be wise to keep this in view, not alone for the financial benefit to be derived, but it should be deemed highly politic to more closely cement this class of wage earners.

Let every man bring forth his brightest up-to-date ideas and vote them into laws. Nothing can be more American than that. R. DUNCAN.

Tucson, Ariz.

Editor Railway Conductor:

Since 246 has had but little space in THE CONDUCTOR outside of the directory, it may be that a message from us will not be unwelcome to your readers. Business is quiet here now, but the boys are all making a living, or at least, they are "fat and sassy" as of "ye olden time." Our meetings are well attended for a small Division, and we have never but once had to pass a meeting day because of the absence of the members. At that time all were so busy it was impossible to get a quorum together. Our C. C., R. D. Wilcox, whom we re-elected this year, is pre-eminently the right man in the right place, and just the officer needed to make a good Division. If all Divisions were more careful in the selection of their officers, and especially in their Chief Conductors, there would be no trouble in securing attendance and interest in the work. We have initiated three new members in the last three weeks, and have two more for the next meeting. If some of the Brothers in town will visit us on that occasion we will show them how it is done by 246. Doubtless our Indiana Brothers will be interested in learning of the good fortune which recently came to Brother

H. E. Markle, in the shape of a young conductor. He is a fine boy and the parents are deservedly proud.

C. O. N.

Wymore, Neb.

Editor Railway Conductor:

Tuscumbia Division, 248, has been quietly sleeping for the past few months, but is awake now, with renewed strength. Our new officers are energetic men, ever ready to do good and help a Brother in need or trouble. Brothers, may we each and a'll ever keep in mind our motto, and may the principles of fidelity, justice and charity ever be our watchword. A high aim can but exert a refining influence, and our ambitions cannot be too lofty. Because we are railroad men, we need not hesitate to advance reforms. Let us not dream away the golden opportunities of so short a life, nor forget the responsibilities that are entrusted to us. Brother R. M. Bruce, our C. C., is running local on the west end now, and is a hustler from the same town when it comes to business. Brother J. D. Cason is our A. C. C. Brother M. A. Payne is serving his second term as S. and T., and everybody knows "Old Martin" from Memphis to Chattanooga. To see him and hear him talk, would be only to remember him a lifetime. He was our Delegate to the Grand Division, which speaks for his popularity. He is at home among the ladies, and Tuscumbia Division feels confident it will never be left in the shade when so represented. Brother Walter Harris, his Alternate, is running passenger train on the C. I. & G., and is an all around railroad man and will make many friends by his bright smiles and winning ways.

Brother Perryman, who has been using the punch in Brother Mitchell's place for some time, is back on his local on east end; and some of the extra conductors have been heard to wish that Brother J. D. had a regular passenger run, as it is punch and punch with them sometimes. Brothers Mayfield and Nolan have exchanged runs again. "Neighbor" does not like the idea of unloading ties and gravel, sometimes, while Brother Nolan is a new married man and takes the advantage of Saturdays and Sundays at home. Brother Beasley is at home on account of sickness. Brother C. C. Price is also at home, he says, helping Mrs. Price take care of the little Prices. Clem says Brother Starkey worked the rabbit's foot on him the other day and beat him out of three day's running that he ought to have had.

While all earth seems proud, covered with the flowers of an early spring, strengthened by the warm sunshine of these May mornings, Brother White Hamlet's home is shrouded with gloom

through the loss of their little daughter, who was laid to rest in the cemetery at Larkinsville, Ala. Such is life, there is no sun without its shade, no pleasure without its pain. The sympathy of the members of Division 248 is with the parents in their hour of untold sorrow.

W. A. M.

Tuscumbia, Ala.

Editor Railway Conductor:

Collins Division No. 5 held a special meeting April 23d, when we were honored with the presence of our Assistant Grand Chief Conductor, whom at all times we are pleased to welcome. The Division was called to order by our new Chief Conductor, Brother C. Curran, and the grace with which he presided convinced No. 5 of the wise selection made. Brother Wilkins is highly respected and greatly esteemed by the members of the Order in this vicinity. His remarks were full of good advice and useful information, giving a history of the Order, and stating that as far as he could see everything looked favorable for a bright future. In conclusion he spoke very forcibly and clearly of the duty resting on each member to work for the prosperity of the Order. He was given close attention throughout, and every Brother expressed himself as being glad he came. We would all like to see him often.

We expect to take in a few new members in a month or two, and then you will hear from us again.

Brother Wm. Littleton had his collar bone broken recently while making a coupling, but is recovering nicely, and we hope to see him out soon.

We have a good many Brothers, who, when they meet me, say, "Well, Mac, what is the matter with THE CONDUCTOR, we do not see anything in it from No. 5; why not give us a boom?" If these Brothers would all turn out to the Division, we could find something to write about, and not wait until the morning after a meeting and ask what transpired. If you want to find out you will have to come and see.

They say our Chief Conductor was standing on his steps recently when an old colored man approached and asked him where they sold postage stamps. The Brother said it was only two squares to the right, but that postage stamps were not needed any longer to take letters, the government was taking them free. At this the old gentleman expressed some surprise, and the Brother tried to settle the matter by saying, "Well, you see, the conglomeration of the hypothenuse has differentiated the parallelogram so much that the consanguinity doesn't emulate the ordinary effervescence, and so the government has decided to send letters free. The old man took off his hat, drew

a long breath and answered, "Well, boss, all dat may be true, and I don't say it ain't, but just sposen dat de ecksenricity uv de aggregation trans-substantiates de ignominiousness uv de pup-pundickelar and sublimites de puspicity uv de consequence don't you qualificate dat de government would confiscate dat dare letter?" Our worthy Brother walked solemnly into the house.

Baltimore, Md. MAC.

Editor Railway Conductor:

Baltimore Division, No. 337, was organized at Baltimore on March 29 with the full complement of twenty charter members

The following officers were elected: Henry Long, C. C.; Thos. J. Henrix, A C C; George W. Propps, S. and T.; John E. Matthews, S. C.; Thos. W. Shipley, J. C.; Amos C. Wilson, I. S.; George W. Brashears, O S; G. C. M. Q. Wheeler, Henry Martin and George H. Kimmet, Division Committee: Thos. J. Henrix, Thos. W. Shipley and Dan Egan, Grievance Committee.

Our latch string will always be on the outside for all Brothers in good standing, who are fortunate enough to visit our Monumental City.

On Wednesday, April 10, we held our second meeting, when fourteen more Brothers were received by transfer cards.

We intend that Baltimore Division shall be one of the very best, in loyalty to the laws and rules of the Order, as well as brotherly feeling.

Baltimore, Md. J. E. M.

Editor Railway Conductor:

The meeting held May 19th by Dauphin Division, was one of little interest, small attendance and of short duration. All present seemed anxious to hear a word from Atlanta, and were highly delighted by what little news could be obtained from the "Sunny South." We acted upon one application for membership and have prospects for more.

We are about to start on our trip to the next convention, two years hence. Let us try to make this a most profitable trip, and be able at the end in the far west, to hand in a full and good report. We have a great many conductors on this line who should be among us, and I hope soon will be. Some of them seem to look upon membership in our organization with fear and suspicion; they seem to look upon it as being detrimental to their interests in the way of promotion on the road, and different excuses of a very amusing nature are offered. Perhaps the bill now on its way in the legislative assembly of our state concerning labor organizations, if it becomes a law, will serve to dispel their fears and suspicions to a great extent. When any benefits

of whatever nature are received through the work and efforts of our organizations, these men outside of the Orders receive a slice of the benefits, and they snap at it and never refuse. There still remains plenty of good work to do for the benefit of the railroad man. Will it be done by the men individually who are cut of the organizations? I dare say it will not. Corporations, trusts and monopolies need watching in the interest and welfare of the laboring man, and we can't do it single-handed. The laws of our land are so construed as to work against the working class and uphold the actions of corporations or trusts. Why, by the actions of some of our law-makers and pretending dispensers of justice, and a thousand other different things in favor of monopoly, it is almost enough to lead a man to lose confidence in everything and every person with whom he comes in contact. It is a wonder some syndicate don't undertake to mortgage the entire solar system and run a railroad line to the moon. I admit this would be a dangerous line on which to run, and no doubt it would be a difficult task to get men to run on the line; but then some good corporation judge would issue an order for a certain lot of experienced men to trim their whiskers and take hold of the business and make her go. He would say, "That is the law, regardless of feeling or consequences on your part. Get at it, and see that you never want to quit, because you can't if you want to." Now, in order to bring about some changes in our favor, it will require work; therefore, it becomes our duty to try and enlist members to our ranks, and swell the throng, and instill the good, honest principles of our Order into the hearts and minds of all those who come among us, and speak to those who are yet out of the organization, and try to impress upon them the fact that "In union there is strength."

Mox.

Harrisburg, Pa.

Editor Railway Conductor:

I sometimes wonder at the fact that the members do not realize the enormous power we could exert if we were to have more of unity of purpose, and were always actuated by the high ideal of "the greatest good to the greatest number." I think that the members who absent themselves from the Division meetings, are, in a certain measure, very selfish, because they know that a good attendance is always desirable, and is almost absolutely required in the east, where the members of Divisions being employed upon different lines do not get any too well acquainted anyway. Therefore, it is necessary that we should all attend whenever we can, not simply to gratify our-

selves, but to please other members, who may, possibly, take more interest in the aims of the Order than we do.

Never mind, the little register book tells the story, and the Brothers should realize that if their names are not in the book less than three months before they get into trouble, they cannot expect the Division to help them in any way. So now, Brothers, I say, "one come, all come."

I am very sure that the railroad managements are not going to look after them when they need help. On the contrary, when a man has outlived his apparent usefulness, the management generally kicks him out because he is too old to make money for them. Possibly it may be different in the future, and we may receive as much credit for serving the public as some of our bullying policemen or murdering soldiery do. If any of the Brothers have taken any interest in the income tax question, they may have discovered something that they can apply to themselves in a certain measure. The recent reconsideration of the former decision, and subsequent reversal of that decision, thereby nullifying the income tax law, illustrates to the observant citizen, the fact that, whatever else it might be, justice, as dispensed in the courts all over this country, is against the working people almost every time. As the *New York World* says of the Supreme Court's action on the income tax: "It was a triumph of greed over need; of selfishness over patriotism," and it further goes on to say that if the next congress does not legislate for the benefit of the people, then the people will find a way to make the next one do so. I had not the least idea that the Supreme Court would go against the wishes of the moneyed class in this matter, because it would be right in line with most other decisions in the last ten years, especially so in its similarity to decisions upon labor matters, taking those of the late troubles on the Pacific and other railroads for example. True, we have a few judges like Gaynor and Caldwell, but they are few.

I see that Justice Field, the Massachusetts man on the bench, was in favor of the bankers on the greenback question in the '60's, and now also on the income tax. Now, does anyone imagine that the Supreme Court would allow the proposed compulsory arbitration law to stand, unless it was going to be a benefit to the corporations. I for one, do not think they would. And another thing is, that I think the proposed arbitration law would not help the railroad men a particle, because the corporations could and would control it as easy as they control the interstate commerce commission, railroad commission

or any other creations of congress or state legislatures. Therefore, I think the only remedy that will be of any use, is a national regulation of the hours of labor and minimum wage, and of course the Supreme Court would not let anything like that stand two hours.

Active political effort and thought, with a view of sending our own representatives to legislate for us, is the only way out of the present struggle for justice, by labor against capital. Four hours a day lawyers and bankers will do anything except vote the same hours to the working people.

A recent attempt to investigate and regulate the hours of labor upon railroads in Massachusetts, made by some of the members of our legislature, fell through because some of the short-day express train men could not stand the idea of any investigation. The question was upon an appropriation of \$2,000 to look up the hours of labor upon railroads, and these hard workers (?) opposed it successfully. There was an elegant opportunity for a legislative committee, but alas, we have too much time for one in this state.

I see the letter carriers here in Boston postoffice have just had about \$100,000 divided between them on account of overtime worked by them. This matter has been pending for five or six years and they recently got their decision, hence the windfall. They all received notice, however, that they would not be allowed to do any extra work after this, and they must only use eight hours from the time they report until they get through. Oh, for government ownership of railroads, so that we could be kicked off the grounds after we had been there eight hours.

I sincerely hope the Grand Chief Conductor will follow the work of the next congress upon the Pacific railroads matter and use his influence in conjunction with other organizations, to save the country that enormous amount of money that the United States has lost through the work of the heads of these railroads. I think it is an excellent opportunity for the government to foreclose and operate the roads.

In view of the large number of collisions and close shaves that we have on single tracks, owing to looseness in train orders, I would like to hear discussions upon that subject. I think that the words "also that train No. 61 has received a copy of this order," would be very apt to keep the dispatchers "onto their job," and prevent accidents similar to what we had a short time ago upon the Maine Central, in which the dispatcher forgot the meeting order and took in his holding signal, and allowed the superior class train to proceed. I would also like to see an explanation, editori-

ally or otherwise, of the staff system of running single track. It is used quite extensively abroad and upon the Chesapeake & Ohio, and others in the United States.

The Division put three candidates up before "the goat" last meeting, and he simply took off his shoes and "socked it home." Brother Jack McIsaac left the desk so it didn't clear, but as Brother Callahan said, "couldn't see it," why Brother C. "didn't do a thing to it" only take a corner off. Two weeks. Hope to see Brother Minnum in every meeting now, with his "yaller shoes, poker or no poker."

Business is getting better, but not up to the right notch yet.

"122."

Boston, Mass.

Editor Railway Conductor:

The Order of Railway Conductors is now passing into a new era of its history, and its future is being watched with an interest mingled with pride and concern, by all labor organizations throughout the country. Our chosen representatives have been convened in common council to revise old laws or to amend them, or enact new ones in their stead, as circumstances would direct. It is to be hoped their deliberations have been inspired with much wisdom, and their acts worthy of the great work entrusted to their care, that no obstacle has been overlooked that might check the advancement of the noble cause; for the promotion and elevation of an Order that is doing more to educate men to a truer sense of justice and lift them to a higher standard of manhood than any other of its character. The work of the Grand Division is finished and the delegates have returned home to render an account of their stewardship. I hope they may all be able to explain their votes on the many questions at issue so as to receive united approval, and I trust the result of the changes made at Atlanta may be so productive of good, that we may in future point with pride to the wisdom of the Twenty-fifth Grand Division of the Order.

Our delegate is at home and made his report to his Division yesterday, but unfortunately for myself, I was unable to hear it. It is very gratifying to note the many courtesies the delegates received from all the railroads centering at Atlanta, and how kindly they were treated by the press. And I feel assured they were appreciated in the broadest sense by every member of the

Order. There was some surprise at Brother Daniels' defeat, after his long service coupled with his large acquaintance with the members and his acknowledged ability. I feel assured our new Secretary, Brother Martin Clancy, possesses all cardinal requisites necessary to prove a "warrior worthy of his steel," otherwise, he could never have defeated so formidable a competitor. Good luck and success to you, Brother Clancy, in your new field of labor.

I have heard some of our Brothers discussing the advisability of the O. R. C. adopting a uniform or a regalia of some kind to be worn by all Brothers attending the meetings of the Grand Division, that they may become better known and make better showing. I would be pleased to see the views of some of the Brothers on this subject.

Division 89 had her usual large attendance last Sunday morning to hear Brother J. G. Harrison tell the proceedings of the Grand Division.

I regret to chronicle the death of the beloved wife of Brother John Bird, which occurred on the 7th ult., leaving six little motherless children and a heart broken husband to mourn her loss.

I had the pleasure of having quite a number of the delegates and their wives ride with me going and coming from Atlanta, and a more jolly class of people I never met in my life. I must make mention in particular of the Toledo, Ohio, party that came in to Louisville with me from Mammoth Cave. They belong to Division 26 and were enthusiastic in their praise of their trip south and the wonders of Mammoth Cave.

Louisville, Ky.

MACK.

Editor Railway Conductor:

At the last regular meeting of Division 266 much spirit was shown in conferring the third degree, and the favored one was so highly pleased that he had a four gallon jar of lemonade brought to the Division room to cool off the perspiring Brothers. Brother H. R. Merriman, of Division 69, was present and shared in the work—and the lemonade. Business has been rather slack on this part of the old "Tay and Pay" for the past few weeks.

Brother T. Connollee had the misfortune to lose his wife recently, by that dread disease consumption. He has the sympathy of all the Brothers and railroad men in general in his sad bereavement.

L. W. CANADY.

Big Springs, Tex.



C. H. WILKINS, A. G. C.



A. B. GARRETSON, G. S. C.



E. E. CLARK, G. C. C.



W. P. DANIELS, Retiring G. S. & T.



E. W. PURRETT, Retiring G. J. C.

THE TWENTY-FIFTH GRAND DIVISION.

The twenty fifth session of the Grand Division, which opened in Atlanta, Georgia, on the 14th ult., was unquestionably the most successful in all the history of the Order. There was an unusually large representation from the Divisions, and the interest felt in the organization and its work called out a host of visitors. It was evident from the very first that this was to be strictly a business meeting, and the business like manner with which the delegates took hold upon the matters presented for their consideration, and their complete devotion to the work, regardless of all outside attractions, contributed in no small measure to the speed with which the regular order was dispatched. While matters were pushed right along there was no undue haste, and all important measures were given full and free discussion. The result was that a long list of matters closely affecting the welfare of the Order were considered and disposed of without making an extended session necessary.

It was the unanimous opinion of all who attended the Grand Division that there had been a conspiracy among all those they met to make the trip as pleasant as possible to them. The railroads extended them every courtesy, and would have been glad to do more had the opportunity offered. The people all along the various lines leading into Atlanta seemed to feel that their reputation for hospitality was at stake, and right nobly did they redeem it. As for the citizens of Atlanta, words fail to express the courtesy and kindness of their reception. The heart-prompted hospitality of the men was only surpassed by the beauty and graciousness of their ladies. Naturally the great burden of entertainment fell upon the members of 180 and the ladies of Golden Rod Division, but they proved themselves equal to every possible requirement, and their generous hospitality will long live among the most cherished memories of its fortunate recipients. In every feature of the entertainment Atlanta set the mark so high that all cities called upon to receive the Grand Division in the future will find it difficult to reach.

The first glance gave evidence that the gentlemen who selected the hall for the Grand Division had profited by past experience, as it was a spacious, well lighted and well ventilated room near the business center of the city and within easy reach of the hotels. The stand was placed at one side and the tables ranged about so that all the delegates would be within easy speaking distance of the presiding officer. The floors were covered with heavy matting, and every possible precaution taken to deaden the sounds always attending such

large gatherings. Rooms ample for the accommodation of the stenographers and other incidental uses of a convention were within easy access on the same floor. The hall was profusely and tastefully decorated, making it one of the most pleasant places of meeting in all the history of the Grand Division.

THE BUSINESS TRANSACTED.

The officers who will have the conduct of the affairs of the Order during the next two years, as chosen by the Grand Division during the second day's session, are:

E. E. Clark, Grand Chief Conductor.
C. H. Wilkins, Asst. Grand Chief Conductor.
Martin Clancy, Grand Secretary and Treasurer.
A. B. Garretson, Grand Senior Conductor.
J. W. Humphries, Grand Junior Conductor.
J. W. Wayland, Grand Inside Sentinel.
Wm. Servoss, Grand Outside Sentinel.

Of these Bros. Clark and Garretson were chosen to succeed themselves, without opposition, and by acclamation. Bro. Wilkins was re elected by a handsome majority, and Bro. Clancy was taken from the chairmanship of the Board of Trustees and given the responsible position of Grand Secretary and Treasurer by a flattering vote. Bro. J. W. Humphries of Division 180 was advanced to the position of Grand Junior Conductor by acclamation. Bros. J. W. Wayland of 194 and W. S. Servoss of 195, were chosen for the sentinels by majorities that could not fail to be pleasing to them and their friends. Bros. W. R. Mooney and W. C. Wright were selected to succeed themselves on the Board of Trustees, and on the following day Bro. J. E. Archer, of Division 7, was elected to fill the vacancy left by the election of Bro. Clancy to the Secretaryship. Bro. J. H. Latimer had no opposition and was returned to his place on the Insurance Board without a dissenting voice. For the first time in the history of the Order each of the officers was elected on the first ballot.

Los Angeles, California, was chosen as the place for holding the next Grand Division, and the well-known hospitality of its citizens gives warrant for the prophecy the session there will be second to none in its pleasure-giving features, not even excepting Atlanta.

The appeal for aid for the Lehigh Valley conductors was not discussed until the Saturday session. It was then given thoughtful consideration, and the Board of Directors were empowered to extend aid to these men as their best judgment should dictate, not more than \$25,000 to be used for that purpose.

The question of a permanent location for the general offices was brought up, and on Friday the claims of Toledo, Ohio, and Peoria, Ill., together with what they had to offer in return for the honor, were presented with much force and eloquence to the Grand Division. It was decided to refer the matter to the Board of Directors to be reported upon by them at the Los Angeles meeting two years hence.

During the second day's session a resolution was passed protesting against the passage of the Peers substitute fellow-servant bill then pending before the Missouri legislature. The obnoxious feature of this measure was a section relieving employers from liability for the injury of an employee through the negligence of a fellow servant, when such injured employee was a member of a labor organization. On the following day a resolution was passed urging upon the Pennsylvania senate the passage of a bill prohibiting employers from discriminating against employees because of membership in any labor organization.

There could be no question with those who followed the discussions throughout as to the sentiments of the Grand Division on the insurance laws. It was shown with especial clearness when the report of the Committee on Insurance Appeals was under consideration, and the disposition to stand by the law was very pronounced.

At the opening of the Grand Division the following standing committees were appointed by Grand Chief Conductor Clark:

On Reports of Grand Officers—W. Sprague, division 66, Portland, Me.; G. G. McCarty, division 235, Freeport, Ill.; O. J. Freeman, division 307, Elizabeth, N. J.; J. L. Burd, division 77, Palestine, Tex.; J. N. Marks, division 142, Rawlins, Wyo.

On Division Reports—M. B. Miles, division 243, Missoula, Mont.; R. E. Harris, division 105, Meridian, Miss.; F. A. Birdsall, division 182, Jackson, Mich.; J. Mackenzie, division 13, St. Thomas, Ont.; W. L. Perce, division 241, De Soto, Mo.

On Jurisprudence—George M. Miles, division 117, Minneapolis, Minn.; W. H. Budd, division 292, Chicago Junction, O.; W. D. Neff, division 149, Jackson, Tenn.; J. L. Kissick, division 44, Denver, Col.; E. Reynolds, division 130, Quebec, Quebec.

On Grievances and Appeals—George E. Vance, division 114, Pittsburg, Penn.; J. C. Sheldon, division 56, Albany, N. Y.; W. V. Stafford, division 115, San Francisco, Cal.; J. E. Archer, division 7, Houston, Tex.; W. I. Bush, division 259, Waukesha, Wis.

On Insurance Appeals—M. D. Felkner, divi-

sion 322, Covington, Ky.; C. D. Baker, division 122, Boston, Mass.; W. S. Witherspoon, division 264, Raleigh, N. C.; A. D. Lee, division 342, Junction City, Kan.; W. S. Wilkins, division 328, Council Bluffs, Ia.

Brother Witherspoon not being able to attend, his place on the committee was filled by the appointment of Brother T. S. McBee, of Division 318, Asheville, N. C.

On the afternoon of the 22d the special committee appointed to investigate the charges made by Camden Division against Grand Secretary Daniels brought in a report completely exonerating that Brother. Their findings upon the separate charges made were as follows:

Count 1. Neglect of duty. "The things that he has left undone are those that he ought to have done, and the things that he has done are those that he ought not to have done." The evidence which has been submitted before this committee, in our opinion, fails to convict Brother William P. Daniels of any neglect of duty.

Count 2. Political aspirations. Assuming this to be true, we, your committee, concede the right to any member of the Order of Railway Conductors to aspire to the highest office within the gift of the American people.

Count 3. Personal aggrandizement. We, your committee, concede that right to each and every member of the Order to invest his earnings as he deems proper.

Count 4. "Wildcat mining schemes are the subjects that have absorbed his attention to the exclusion of the vital interest of the Order and the paramount principles of honesty, integrity and fidelity. Herein lies the charge that William P. Daniels has prostituted the interests of the Order to selfish purposes; that he has used its principles and influence for purposes of private gain, and its mechanical accessories to promote private ends, and to the extent he has done this has proved himself unfit for his high office, and unworthy of its emoluments or its honors."

We, your committee, after a careful examination and consideration of all the evidence submitted, do hereby find that the charges contained in the circular under consideration are not true, and that, in our opinion, the members of the Camden Division, No. 170, in their zeal to promote the welfare and interest of one of its members, have resorted to methods and means that are unbecoming and unworthy of the members of the Order of Railway Conductors.

In conclusion the committee recommended that the authors of the circular and the Division issuing it be disciplined unless they should make proper apology within a reasonable time. The report was adopted by a very large majority. Brother Sheppard, in behalf of and representing Division No. 170, offered a frank and manly apology through the Grand Division, which was unanimously accepted.

The Twenty-fifth Grand Division of the Order was formally closed on the evening of May 23. The last day's session was given up, as usual, to the final reading of amendments proposed to the law. A series of resolutions were unanimously adopted expressing the thanks of the Grand Division to all who had contributed to the success of the meeting and to the many pleasant experiences attendant thereon. When the business had been completed Grand Chief Clark presented a handsome gold watch to Grand Secretary Daniels in behalf of the Brothers who had contributed to the token. The speech made in presentation and

the one responding were full of Brotherly feeling and high regard, not only for the individual members of the Grand Division, but for all the membership of the Order and for their best interests, making a pleasing and fitting close for the sessions. The Grand Chief Conductor then, in a few well chosen words, declared the Twenty fifth Grand Division of the Order of Railway Conductors closed without day.

SHORT CALLS.

At the opening of the third day's session Hon. L. S. Coffin, of Fort Dodge, Iowa, was present by invitation to address the Grand Division upon the subject of a permanent home for disabled railway employees. When Mr. Coffin was introduced by Grand Chief Conductor Clark he was given a reception which testified more eloquently than any words to the high estimation in which he was held by all present. His address was followed with most flattering attention and there could be no question with the observer but the personality of the speaker, no less than the subject matter of his talk, gave weight to his utterances. When incidental mention was made of the ten years' of gratuitous service given by Mr. Coffin in the hope of bettering the conditions surrounding the railroad men of the country, it was greeted with a storm of cheers, showing that not a day, not an effort of all those years, failed of appreciation by the men who have been and still will be benefited thereby. The length of the speech precludes the possibility of its reproduction.

One of the most interesting of the many curiosities exhibited at the Grand Division was a Division card issued by Wyoming Division, No. 5, of the Conductors' Brotherhood, to Bro. Nelson Brown, November 8, 1874. Bro. Brown had also preserved the withdrawal card issued to him at the time of the dissolution of his Division, Oct. 25, 1879, and they were the objects of much interest, especially among the old-timers.

One of the most interesting features of the gathering and the most enjoyable to the participants, no doubt, was the opportunity it offered for the reunion of the veterans of the Order, many of whom made the long trip to Atlanta for that purpose almost exclusively. They were to be seen at all times and in all places in pairs and groups, happy in each other's company and as free from care as school boys out for a holiday. Their gathering in the hotel rotunda was always the signal for a story-telling match, and a crowd would soon gather, sure of rich entertainment. Not that these gentlemen were unmindful of the purposes which had brought that great body of railroad men together or lost sight of the interests of the Order, but they gladly left the routine work

to younger heads and hands and lost no opportunity for that brotherly communion which was evidently so dear to them.

The Southern Express Company very gracefully offered franks to the members of the Grand Division and made arrangements with all the important express companies in the country to have all their packages carried free.

The souvenir programs issued by Division 180 were triumphs of the printers' art and a decided credit both to the Division and the city.

F. W. Arnold, Grand Secretary and Treasurer of the B. of L. F., and W. S. Carter, editor of *Locomotive Firemen's Magazine*, were visitors during the early portion of the sessions, greeting old friends among the members and making a host of new ones by their genial manner and warm brotherly spirit.

At noon of the last day's session Bro. M. J. Land, of the local committee, was induced to visit the parlors of the Kimball House, where he was surprised to find himself surrounded by the members of both Grand Divisions. While looking about for some way of escape he was captured by Mrs. C. P. Hodges, who, in a brief but exceedingly well turned speech, presented him with an elegant gold watch as a token that they appreciated the splendid service he had given in furthering the success of their meetings and in adding to the pleasures of their visit. Although greatly surprised Mr. Land was able to make a graceful response, every word of which evidently came from the heart. While all were admiring this beautiful gift Mrs. Hodges doubled the surprise by again calling the gathering to order and presenting Mr. Alfred C. Newell, the member of the *Atlanta Constitution* staff who had reported the sessions of both grand bodies, with a watch of equal value. Mr. Newell was almost stricken dumb, but rallied bravely and, in thanking the delegates for their unexpected gift, pledged his continued efforts for the success of the O. R. C. and the L. A. It was a pleasant occasion, and one that will not soon be forgotten by any of the participants.

Both delegates and visitors were the recipients of many courtesies from the newspaper men of Atlanta, and especially from Messrs. Hastings, of the *Journal*, and Newell, of the *Constitution*. Both of these young gentlemen did all in their power to make the stay in their city an enjoyable one, and their kindly hospitality will be held in grateful memory by all who met them.

The committees appointed to select the watches for the various presentations mentioned were a unit in choosing the "O. R. C. Standard." These watches are manufactured by the Webb C. Ball

LOCAL COMMITTEE.

A. P. WELLS.
ZACH MARTIN.

M. J. LAND.



J. W. HUMPHRIES.

FRED D. BUSH.
J. H. LATIMER.

Co., of Cleveland, Ohio, from models especially designed for railroad men, and are intended to meet all the requirements of their service. Each of those presented was a marvel of the watchmaker's art, and their fortunate recipients may well wear them with pride.

THE RECEPTION.

In all its history the Grand Division has never been accorded a more cordial or a more evidently heart meant welcome than was given it by the people of Atlanta and of the state at large through their official representatives. This welcome reached its culmination in the public reception given on the evening of the first day's session. The members of Division 180 had this reception in charge, but it was participated in by the best citizens in all the walks of life, making, when they were all together, a truly representative gathering. The Grand Opera House, which had been beautifully decorated for the reception of the auxiliary in the afternoon, was again thrown open. Although one of the largest audience rooms in the South, its capacity was tested on that occasion, many standing in the aisles and lobby throughout the entire program. It was truly a magnificent audience, such as it is the good fortune of few public speakers to meet, and the gentlemen who were on the program that evening gave ample evidence that they felt its inspiration. It was an appreciative hearing as well, and each one of the speakers had reason to be satisfied with the reception accorded him.

The gentlemen who occupied the stage included the governor of the state, the mayor and members of the city council, one member of congress, the grand officers and distinguished visitors and the members of the local committee. A number of the boxes were reserved for the officers of the Auxiliary and members of that body with friends and some of the most prominent citizens of Atlanta. M. J. Land, Chief Conductor of Division 180, presided, and his pleasant manner and ready wit contributed no little to the success of the program and the good feeling that prevailed throughout. In calling the gathering to order Mr. Land said there was no use of his attempting to welcome the Grand Division to the state and city, as that would be more fitly done by the governor and mayor later. As the chief officer of his Division, however, he extended a warm welcome to them as conductors, and assured them that no pains would be spared to make the visit a pleasant and profitable one. He then introduced Hon. W. Y. Atkinson, governor of Georgia, who spoke in substance as follows:

WELCOME BY GOV. ATKINSON.

It is a pleasant task to say to the men of this Order, wel-

come to Georgia. When that is said, however, I feel that my task is complete. I love my friends and delight to entertain the strangers who come into our midst, and yet I know not how to give that welcome in set and polished phrase. Why should we welcome your Order when it has already taken the city? All we can say is, boys, you have captured the city and are welcome to it. During the past we have had many visitors who have come on the errands of both peace and war, but none of them were able to capture our city so easily as you have done. All this, too, when yours is a new force brought upon the stage of action. When Alexander swept with his conquering armies over all the kingdoms of the then known world he had no railway conductors at his call. When Napoleon was making anew the map of Europe there were no conductors in his Imperial Guard. You have come upon the scene late, and your coming marks a new era that will be the brighter because you make all men neighbors and friends. I welcome you as Americans. I welcome you because you are trusted more than any other class of men, not excepting the ministry. We daily trust to you the comfort, lives and honor of those dearest to us. To show any confidence in you I shall leave the state in a few minutes, and must leave the city in your hands, but I feel perfectly safe. I now extend to you the freedom not only of the city but of the state. I never have known what that meant, but have supposed it to mean, go ahead and do as you please; if you see anything lying around that you want, why take it. I welcome you to Georgia, to the homes and hearts of her people. I welcome you to a state which has always boasted of having the most beautiful women in the world, but since you have come with your loved wives and cherished daughters we are commencing to realize that we have no monopoly even in this regard. If I did not know you were in the city I would be willing to go into any court in the land and swear that every woman facing me was a Georgian. I welcome you to a state proud of her history, her present and looking forward to a glorious future; a state in whose bosom lies wealth sufficient to bless her people for all time and enrich the world. I welcome you, my countrymen, and say while looking at what we have done, look at our city, which was in ashes thirty years ago, and if you fall in love with us stand by us and help us in the great work we have undertaken. You may not have been here before, but if you like us as well as we do you will come again. It is not strange that we have been misunderstood. Coming as we do from the descendants of the Cavaliers, it is no wonder that we have here a haughty and imperious people, but you will find they have noble and generous impulses. You will find we have loyal sons, everyone of whom would gladly give up his life for the old flag yonder. Looking forward with prophetic eye, I plainly see the time when all the people on earth will be enjoying the blessings of true liberty.

When the applause which greeted the close of this eloquent and evidently sincere welcome had died away, Hon. Porter King, mayor of Atlanta, was introduced and tendered the visitors the freedom of the city, speaking in part as follows:

MAYOR KING SPEAKS FOR ATLANTA.

It affords me great pleasure to bid you welcome, thrice welcome to Atlanta. You are all the more welcome because you have violated the usual rule in gatherings of this sort and have brought the better part of your households with you. We now know that our neighbors' homes are graced with a beauty equal to our own. I trust your ladies will all return with pleasant remembrances of the trip. Atlanta is proud of her railroad history, and is always glad to welcome a railroad man. You may not know it, but this city was once called Terminus, being the terminal of the first railroad built in this region. I see in your midst tonight one of the representatives of that period who quit the service when his honor was impugned by the substitution of tickets for cash fares. This city has always been ready and willing to honor railroad men and many of our most important offices are now held by them. Atlanta appreciates the men who have helped to make her what she is. We are glad to have you with us and bid you welcome to what there is. We are glad you are going to stay long enough to see and appreciate our beauties, and if you should determine to settle in Georgia come to Atlanta, the garden spot of the earth.

The reception given this address was little if any short of that received by the one preceding. At its close J. C. A. Brannon was introduced and extended an equally

WARM WELCOME FROM THE B. OF L. E.

In opening he said it would be an imposition to make a speech after the eloquent words of the gentlemen who had preceded. The governor and mayor have thrown the gates of the city wide open and I am here to repeat their welcome in behalf of the engineers. We welcome you to the proudest city in the world and the largest of its size. Conductors and engineers are held in high regard here and are given places of the highest responsibility and trust. But I was not to make a speech, so allow me to present to you this floral emblem as a token of the fraternal feeling of the engineers toward the conductors. As the colors there are made by the artist's hand to blend in beauty so may our orders blend until their influence is felt throughout the civilized world. May our watchword ever be, onward and upward, and may we so live that when our summons comes from the Grand Chief Conductor of the universe we may face eternity strengthened by the knowledge of a life work faithfully performed.

With these words the large flag which had been draped over the back of the stage was raised, disclosing a beautiful floral emblem. As the flag went up the band started "Dixie," and the audience fairly went wild in their applause. It was several minutes before the cheering ceased and it was renewed again when W. R. Garrison presented a basket of beautiful flowers on behalf of the telegraphers. Mr. Land responded to both of these presentations in an especially happy manner showing himself to be fully equal to any calls that could be made upon him as master of ceremonies. When the excitement caused by this pleasing incident had subsided, Chairman Land introduced Mr. Eugene Christian, who was the bearer of a

CORDIAL GREETING FROM THE "DRUMMERS."

In the course of his remarks, Mr. Christian said: No class of men are in closer relation with the conductors than the drummers. In their behalf I welcome you to Atlanta. The conductors have established for themselves an enviable reputation the country over, for honor and integrity. You have been given welcome by our chief executive and mayor. The right hand of fellowship has also been extended to you by your brothers who stand at the throttle, who go before you as the flint before the arrow, and because of your peculiar relations the remembrance from them must have been grateful to you all. In the face of all these friendly tokens from these representatives of our citizens at large, and some of their more important bodies, allow me to assure you that nowhere will you find a truer or more heartfelt wel-

come than from the Travelers' Association of this city.

GRAND CHIEF CONDUCTOR E. E. CLARK

was then called upon by the chairman to respond to all these hospitable greetings on the part of the Order. When Mr. Clark stepped forward in answer to this call, he was greeted with a burst of applause lasting several minutes, which testified not only to his great personal popularity, but to the excellent impression the Order he represented had made upon the people of Atlanta. When quiet was restored Mr. Clark spoke substantially as follows:

Two years ago we were invited to hold this meeting in Atlanta and to partake of the boundless hospitality of your people. The desire to accept the invitation and to enjoy the hospitality was practically unanimous and agreeable thereto, from the British possessions on the north, from Ticonderoga and Bunker Hill, from Camas and Mankato, from San Jacinto and the Alamo, from Chapultepec and Cherubusco, from Manassas, Gettysburg and Chickamauga, a band of brothers, their banners streaming to the wind the motto of "brotherly love," their shibboleth, "Perpetual Friendship," have come to hold a family reunion within the shadow of Kenesaw Mountain. As we set our faces in your direction, the balmy breezes from your south-land whispered to us the welcome you had sent by them. Your screams have murmured welcome and welcome has pattered in the rain drops. As we neared the Mecca to which we traveled, welcome pealed from your belfries and floated from your flag staffs. As we entered your gates, welcome dropped from every lip and shone in every eye; welcome streamed in floods of light from your public buildings and mildly beamed from the window of every home. The earnest, eloquent and hearty words of welcome which have been spoken by the representatives of the people of this progressive city, of this enterprising state and of the grand commonwealth of "Dixie," form a fitting climax to the welcome we have received and but increase the burden of obligation which we rest under, and as I sat and listened to those words which reached every heart, the one wish uppermost in my mind was that I could return our thanks with all the depth of feeling, fire of oratory and force of eloquence which characterized that peerless Georgian, who did more than any man of his age to make meetings like this possible. There is but one Georgia, there is but one Atlanta, there is but one Grady.

We are here as the congress or law-making body of a labor organization. We are not here to enact any re-incarnation scenes, but to review the experiences of the past two years, to consult with each other, to reason together, to enact such amendments to our laws as may be deemed necessary or advisable, to choose the ones who will administer those laws and to go forth renewed in the faith, made wiser by the exchange of ideas and eager to carry our purposes forward. The history of this organization is probably very similar to that of other organizations, we have had our fair weather and our foul weather, we have had our days of prosperity and our days of adversity, we have walked on the mount of delectation and we have labored through the "slough of despond." But patiently, persistently and determinedly the Order has pushed on, seeking by the adoption of straightforward and honest business-like methods to accomplish its purposes, which are the elevation of the profession of the Railway Conductors and improvement of the conditions under which they labor, as well as to secure the highest possible and consistent compensation for their services. We have accomplished much in these directions, but as we have been before the public for more than a quarter of a century, we leave those accomplishments to speak for themselves while we give our attention to the present and the future, for we feel that a great work still lies before us.

There are to be found those who assert that labor organizations have neither profitable nor useful missions. I have read of a young man who, under the spell of strange and mastering infatuation, pursued for hours through crowds of maskers, one particular mask, and when at last he succeeded in separating her from the crowd and in inducing her to unmask, instead of the lovely vision he had anticipated, he found himself confronted with a thing of neither flesh nor blood, and I have heard opinions of labor organizations expressed which inti-

mated that we were engaged in a pursuit which would end as disappointingly as the pursuit of the masker.

I have read of a young medical student who fashioned, from pieces taken from the dissecting table and the grave, a wonderful monster which suddenly took on life, pursued its creator, strangled his bride, committed various horrible acts and was finally lost in the Arctic Sea, and I have heard opinions of the labor movement expressed which showed that the author believed we were engaged in an experiment which might end as disastrously as that of the student.

But no! The history of the guild, the labor organization and the trade union can be clearly traced back to the time of Solomon, and the movement is one of the very few which has lived from century to century. It is one of the few efforts or movements which has awakened a strong feeling of fraternity in the breasts of mankind, and it is a movement which has ransomed thousands from a bondage as complete as if the chains of slavery had been in fact riveted upon their limbs. It is a movement which, properly understood, properly encouraged and properly carried out, contains all the essence and elements of true religion, of true Christianity, and of a true government of the people. There are, unfortunately, many differences of opinion as to the proper and best methods to be adopted or employed in seeking the desired end. This organization gladly joins hands with its sister organizations in declaring and standing for the rights of the members as those rights are clearly shown, and this organization in its every detail is governed by the expressed will of a properly constituted majority. Violent conflicts between employer and employe, strikes or lockouts, are occurrences to be regretted. So far as they can be avoided without the surrender of principle or of inalienable or indisputable rights, we avoid them. Anarchy has no resting place in our midst, but we will never lay down our right to protect our interests or to prevent gross injustice being imposed on us, by standing shoulder to shoulder in the exercise of the spirit and rights of fraternal union. We never have gone, and never will go, to extremes, except in support of a cause so just that we would gladly submit it to the arbitrament of a fair and disinterested tribunal.

We live in the most enlightened and most highly civilized age this world has ever known, but a nation which made no preparation to protect its interests, at the cannon's mouth, if need be, would be considered as of little moment. What is true of nations is also true of labor organizations, and with such preparation as our experience teaches us is necessary, with a clearly defined policy based on even handed justice, with an unalterable conviction that we are right and with an unflinching determination, we shall continue our efforts to attain our ends through the adoption of progressive methods and an earnest desire at all times to accomplish the greatest amount of good for the largest number. The railway employes form no insignificant or small portion of this "government of the people." We propose to perform our part in working out such reforms as may be necessary in order that the government shall be, in fact, "for the people." We propose that the voice of our representative men shall be heard in the legislative halls of the state and of the nation. We believe in the enactment of proper laws and the enforcement of those laws without fear or favor and without respect to persons.

The fraternal feelings which are aroused and encouraged in these organizations have kept up for years mutual benefit departments, which furnish the members with the best and cheapest insurance they can purchase, and out of which millions of dollars have been paid to the disabled brothers or to the loved ones who were dependent upon those who have been called from our midst. If these organizations had never done any good further than that, the world would be vastly better for their having lived.

The nature of the employment in which these men are engaged requires that they be made of stern and finely tempered material. They are God's and nature's noblemen. For your unequalled hospitality, for your unsurpassed welcome, for your cheering words and kind wishes, I, on behalf of these brave knights and of their ladies fair, repeat with emphasis the simple words, "we thank you," and those words are echoed and re-echoed in the hearts of our members from every corner of the continent.

Atlanta is to have an exposition. The scale upon which it is planned is grand. The preparations for it are elaborate. The buildings constructed for it are imposing and magnificent. It is a stupendous undertaking, but the fact that it is undertaken by her people and is to be held in Atlanta, guarantees, beyond peradventure, its success. That the successes achieved in this direction may far exceed your most sanguine hopes, your wildest dreams, is our heartfelt wish. We regret that we are not to enjoy it, but every one of us will carry away from here such pleasant recollections, such favorable impressions, that when

we shall have scattered to our respective homes we will constitute or form a full page brilliant display advertisement of your undertaking, the page being the continent. The kindly feelings we will bear with us when we depart will render it but natural, as well as a pleasure, for us to say to those with whom we come in contact, go to Atlanta, meet her people, see her Cotton States and International Exposition, and die.

ENCOURAGING WORDS FROM HON. HOKE SMITH.

The name of Hon. Hoke Smith, Secretary of the Interior, was upon the program, but when it was reached Chairman Land announced with regret, that official duties had prevented the attendance of that distinguished gentleman. In the place of the address Mr. Smith sent a letter in which he joined with the other citizens of Atlanta in welcoming the Order. It was his opinion that men occupying such responsible positions should be well paid and should have a voice in fixing that pay and their hours of labor. They should also be protected against causeless discharge. If the railroad companies combine and act as one man, then must the conductors, through their organization, be ready, as one man, to treat with the companies upon all questions incident to employment. That you recognize the soundness of this view is shown by your action. The public should recognize the justness of your position and sustain you in it. Experience will show that both employer and employe will be benefited when each thoroughly respects the rights of the other. The time will come when public opinion will demand and obtain the adjustment of all differences through impartial arbitration. I congratulate you upon the record already made by your Order. To continue its success public opinion must sustain your acts. You cannot be too firm when you are right, but you cannot be too conservative in determining what is right. Mr. Smith closed his letter by commending highly the Mutual Benefit Department, and wishing for the Order continued success.

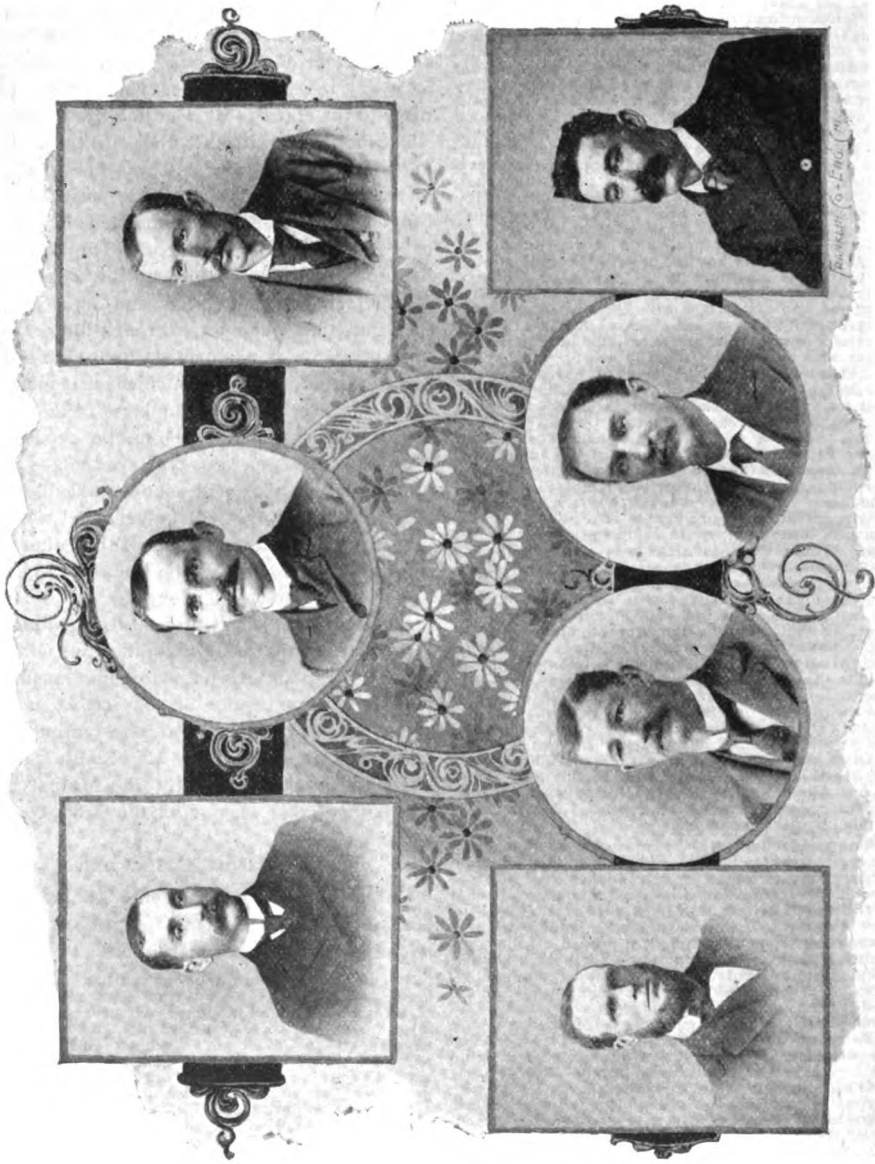
HON. L. F. LIVINGSTON,

Member of congress from the Atlanta district, opened his talk by asserting his pride in Georgia, her people, and all her institutions.

I am also proud, he said, of our railroad men and of the organization now with us. We have now reached a stage of development where the heroes we greet must be more than "driftwood on a waveless tide." I am proud of a country where labor can organize, and where even woman's rights associations can be formed. Order is heaven's first law, and through organization alone comes progress. I am not a railroad man myself, though always a laboring man until I went into politics, but I tell you if you do not belong to some labor organization you are missing the opportunity of your lives for doing good to yourself and those about you. Unless we become fraternal and think of others, we grow in selfishness. This is a country where we are free to do right at all times, and we can best do that by organizing.

I have often wondered how conductors and engineers can stand the lives they must lead, and how they can make such sacrifices for the pay they receive. I would rather go to congress on \$5,000 a year. Last night I expressed to my wife my wonder that women could be found who would marry railroad men, their lives are so full of danger and they can be at home such a small portion of

LOCAL COMMITTEE.



W. S. GAAR.
G. W. EVANS.
L. J. HARRIS.
R. T. WEST.
W. N. JOHNSON.
E. H. ACKER.
J. W. ROSE.

their time, and she at once told me the devotion of those ladies was only to be compared with that shown by the wives of politicians. My sympathies are all with you, and so long as I am your legislator I shall be found trying to serve your best interests.

I want to endorse all that Governor Atkinson has said about your beautiful women, and confess that we can no longer claim a monopoly in that regard. The time has at last come when it is no disgrace to be a laboring man or the wife of a laboring man. The sooner we have men of your stamp making our laws the better for all concerned. I am fond of the common people, and God must have been, as he made more of them than of any other class. Upon the great conservative middle class rest all our institutions. They pay our taxes and do our fighting, and I am sure we will find more of them than any other class when we reach that other world. We are proud to welcome you, and hope some of you may decide to make your home with us.

GREETING FROM THE GEORGIA PRESS.

Mr. Lucian L. Knight, of the *Atlanta Constitution*, said he brought to the delegates the greetings of the press of Georgia, which had followed the progress of the Order, but had never recorded of it one deed of shame.

You come to us bearing the olive branch of peace and wearing the smile of brotherly love and fraternity. Under the banner of your peaceful brotherhood, Georgia is the brother of old Massachusetts and Ohio is neighbor to Virginia. Every thought which might breed division is lost in the thought which makes us one. We are fellow countrymen, and while our political creeds may differ, in heart we represent a mighty brotherhood, and our destiny is one forever. You have received the greetings of our governor and mayor, who spoke as the tribunes of the people. The heart of Georgia bids you welcome. Since you have crossed the Blue Ridge Mountains to become the guests of Atlanta, you have struck the center of the earth. New York, Chicago and London are only measured in comparison with Atlanta. We have a dozen railroads, and if their music is necessary to your peace or happiness, rest assured you shall have it in double measure. We are glad to have you in our midst. It is peculiarly fitting that you should come to the undeveloped empire of the future which shivered under Sherman's torch, only to bloom in the man who bore to the world the olive branch of peace. May your deliberations be dominated by a spirit of fraternity, and when you return to your homes may you feel that you have been entertained by kindred.

GRAND SECRETARY AND TREASURER W. P. DANIELS commenced his address with the remark:

Almost am I persuaded to take my stand in Dixie's land. The welcome you have extended us is not new to me personally. Some twenty years ago this same organization held its then annual convention in Atlanta. There are some of us present here today who remember our welcome on that occasion, though we numbered but twenty-five in place of the thousands of today. I want to endorse what Mr. Livingston has said about his voice and vote being always for labor, though he should also have said "has always been." When the national legislature has anything before it relating to labor, the gentleman is always found on the right side. Our Benefit Department has grown since our former meeting here until it now carries help and comfort to hundreds annually. Within the past two years it has paid out over \$1,000,000. The possibility of death always stares the railroad man in the face. Out of our membership of 30,000 a conductor has been taken from us every day in the year for the past two years, and a large per cent of them met death while in the discharge of their duty. I can add nothing to what has already been said here tonight. Atlanta is well known in our part of the country, and the names of your papers are household words with us. I can only trust that opportunity may be given us at some future time to return at least some small measure of the hospitality you are showering upon us with so lavish a hand.

A FRATERNAL MESSAGE FROM THE B. OF L. F.

Grand Master F. P. Sargent, of the B. of L. F., was next introduced and spoke substantially as follows:

I bring no beautiful floral tribute to place upon the altar of your Order, but I bring you the greetings of 23,000

firemen, who are and have been, warm friends of the O. R. C. Speeding over the country are many of my craftsmen tonight, governors and statesmen stumbling sweetly in the sleepers, while the little fellow on the engine bends his back to supply the motive power for the commerce of the nation. I bring you their greeting and God speed in the glorious work before you. Flowers are beautiful, yet they fade, while true friendship and loyal brotherhood you always have with you. In prosperity or adversity you can rely upon the men enrolled under the banner of the firemen. Two years ago it was my privilege to be the guest of this organization, and as I look upon the beautiful women and manly men before me, there comes to my mind the warm hand grasp of my brother conductors on that occasion. I trust we may grow in friendship until we are indeed one brotherhood striving together to do the greatest good to the greatest number. Do not fail to remember this privilege is yours, because you have been true to your duty and your obligations. The years have been dark, but we have relied upon the faithfulness of the members to tide us over, and they have not failed. This privilege is yours because you had a man, courageous, honest and true, who stood at the helm and brought you to this peaceful harbor. I feel it my duty tonight to pay tribute to the man who has been my friend in the hour of adversity, and that is Brother Clark. When you give thanks do not forget to be thankful for this man who had the courage to lead you right. As chairman of the labor organizations enlisted under the banner of federation, we have found him a fearless, but safe leader, and so long as we are led by such men and not demagogues, our orders must grow. Thanks to the loyalty of the men, the attacks upon us have been without avail, and with the return of prosperity our organizations will again move on toward the realization of their full possibilities. As you return home remember that on the engine is a man whose heart beat is true for you. Should you ever need aid or comfort you will find it in the man who wears the overalls and handles the scoop. Now, go your ways, and may peace, happiness and prosperity ever attend you.

THE HANDSOMEST MAN.

Assistant Grand Chief C. H. Wilkins was introduced as the handsomest man in the Order, and the pleasant manner in which he accepted and returned the compliment served to place him and his hearers upon the best possible footing at once. He commenced his address by referring again to the proverbial hospitality of the south, and assured his hearers that every word said by the gentlemen who preceded him had no more than voiced the sentiments of all that region. There was a time when there were no labor organizations, but the necessities of the case brought us together and the Orders of today are the result. Great good has been and will be done if we adhere to the law. We are convened to doctor that law, improve our organization, if possible, and keep it abreast with our own progress. I need say nothing of the benefits we have derived from it, they are absolute knowledge to all our membership. It has given the companies better men and made the members better husbands and fathers and better citizens. All we ask is even-handed justice, and that should be accorded every citizen and every collection of citizens. A fair investigation must convince the most prejudiced of the value of organization, not only to the employe, but to the employer.

GEORGIA'S FIRST CONDUCTOR.

Col. G. W. Adair, the conductor who had the first train into Atlanta in charge, closed the program with a very brief talk, giving a number of

interesting reminiscences of railroading in those early days.

The Apollo Quartette, composed of Messrs. King, Lively, Simpson and Jessup, furnished a number of excellent vocal selections during the evening, all of which were given enthusiastic recalls, and Wurm's orchestra contributed its full share of the entertainment.

One of the most delightful features of the evening was the presentation on the part of Divisions 207 and 368 B. of L. E. and the pleasure attached thereto, was enhanced by the manner in which it was done. The design of the piece was a large banner with a locomotive standing upon a trestle beneath. The inscription was "Welcome, from Brotherhood of Locomotive Engineers," the floral locomotive taking the place of the word, and the word engineers being pendent from the trestle. The tender of the engine bore the letters O. R. C. It was all beautifully worked out in cut roses and immortelles, and was the subject of unbounded admiration on the part of all who saw it. Many compliments were paid Hon. J. C. A. Brannon, of the engineers, who was its designer.

It was a splendid meeting throughout. Everything move off without a jar, and the interest was so well maintained that the length of the program was not considered. The audience was in perfect sympathy with the speakers and gave them all most generous applause, and the speakers were so inspired by their magnificent hearing that they furnished ample opportunity for such expressions of appreciation. Grand Chief Clark and Grand Master Sargent, and in fact all the labor representatives, were given especially cordial recognition, showing that they had not only won friends for themselves but for their Orders and the cause of organized labor. Congratulations are due the members of 180 for the brilliant success which attended their efforts to give the sessions of the Grand Division an auspicious opening. An especial measure of praise should be accorded the committee on arrangements, its membership being as follows: J. W. Humphries, chairman; M. J. Land, vice chairman and secretary, and Brothers R. T. West, Zach Martin, J. H. Latimer, Fred D. Bush, G. W. Evans, E. H. Acker, W. N. Johnson, A. P. Wells, W. S. Gaar, L. J. Harris and J. W. Rose.

THE TRIP.

The railroads of the country did everything in their power to make the trip to the Grand Division one of unalloyed pleasure, and they succeeded as they always do when their hearts are in a work. With but few exceptions they appeared glad of the opportunity to recognize the men who have contributed and are contributing to their

prosperity, and by so doing have cast bread upon the waters which will return, and that without long waiting.

One of the most memorable features of this portion of the entertainment was the special train given by the L. & N. and the N., C. & St. L. The general plan of this excursion was to have a gathering of the delegates and their friends from St. Louis, Chicago and Cincinnati and their contributing territory at Nashville, Tenn., and proceed from there together over the N., C. & St. L. to Atlanta. The St. Louis division was worked up by Brother R. C. Cowardin, Western Passenger Agent for the N., C. & St. L., and Fred D. Bush, District Passenger Agent for the L. & N. at Atlanta, ably assisted by Will E. Atmore, City Passenger Agent at St. Louis. Through their efforts there was a general gathering of the Brothers and their wives, daughters and friends, eager to take advantage of the kindly offer thus made. Quite a number who were anxious to make a daylight trip through the historic fields of Kentucky, Tennessee and Georgia did not wait for the special, which left St. Louis, over the L. & N., on the evening of the 12th, but took the morning train for Nashville. They were most kindly cared for on the trip by Conductor Kelley, who did everything in his power to make the day pleasant to all. A cordial reception was given them at Nashville, and most of the number spent the evening in visiting points of interest about that noted city and in making the acquaintance of its hospitable people.

In the morning the members of Division 135 loaded them down with beautiful flowers and sent them on their way feeling more than pleased with the opening of the trip. The same reception was accorded the members of all the other excursions and all were similarly impressed by the good people of Nashville.

The L. & N. special proper left St. Louis on the evening of the 12th. It was composed of six sleepers and was in charge of Brother R. C. Cowardin. From Chicago the special came over the C. & E. I. and was in charge of B. F. Hill, Northern Passenger Agent for the N., C. & St. L. These, with the train from Cincinnati, made quite a gathering at Nashville, reaching that point on the morning of the 13th. They were made up into three sections of No. 1 and finished the journey to Atlanta together. Section No. 1 was in charge of Brother J. H. Latimer, with Henry Harris as conductor to Chattanooga and R. R. Hargis over the remainder of the run. Fred D. Bush had section No. 2 in hand, with Ben Tucker and Capt. Beall for conductors, while Brother Cowardin brought the third section safely through,

assisted by Conductors A. E. Durham and J. R. Holcombe.

Not only is the scenery along the line of the N., C. & St. L. of surpassing beauty, but almost every mile presents some point of great historic interest. The gentlemen who had charge of the trains spared no pains in securing views of the more important spots for their guests and, whenever it was possible, souvenirs for them to preserve. Their courtesy was met by the people along the line, who gathered at almost every hamlet to give the strangers greeting. At Chattanooga the members of Division 148 and their charming ladies made of the depot a veritable bower of flowers, which they showered upon their visitors with a prodigal hand. The same was true at Cartersville, where the ladies braved a rainstorm to "greet the southland's honored guests and smother them with roses." There was not one of the nine hundred people making up this excursion who was not charmed with the road, the scenery, the officials who worked so untiringly for their pleasure, and the people who extended them such a generous welcome. Too much can hardly be said in praise of Messrs. Latimer, Cowardin and Bush for their efforts toward making the Grand Division a complete success, and the kindly spirit which actuated those efforts will long be held in pleasant memory by the favored ones.

FROM CALIFORNIA.

Of all the delegations visiting Atlanta no one was more thoroughly organized or had a more enjoyable trip than that from the Pacific coast. It was made up of members from Divisions 195, 91 and 115 to the number of ninety-seven, thirty-seven ladies and sixty gentlemen. Leaving San Francisco on the 7th, they made the trip across the continent by the way of Denver, Fort Worth, New Orleans and Chattanooga, arriving at Atlanta on the 13th. After a two days' visit with the members of the Grand Division and of sight seeing about the city they left for the north, visiting Richmond and Washington and the points of special interest about both places and along the connecting lines. After spending three days at New York and taking in the delightful scenery along the Hudson, they left for Canada, via Niagara, and returned to the Pacific through the Dominion. This train was composed of three sleepers, a diner and baggage car; with it as their home, they were enabled to make the circuit most pleasantly. They were most courteously treated by the railroad officials in all portions of the country and appreciated this recognition fully. All along the line the people seemed to vie with each other in the cordiality of the receptions extended, and this added no little to the enjoyment of the

excursionists. It was a successful trip from start to finish, and for much of that success the members have to thank their committee who worked early and late in their behalf. These gentlemen were J. B. Lauck, President and Manager; J. T. Marr, secretary, and H. C. Hubbard, G. S. Smith and G. L. Colgrove.

THE QUEEN & CRESCENT

was not to be outdone by the other lines and tendered a special train to the Brothers in its territory. This generous offer was accepted as freely as it was made, and a party of two hundred, composed largely of the members of Divisions 107, 239 and 297, their wives and friends, gathered in Cincinnati on the 12th. They were given a special consisting of four sleepers, two coaches, a diner and baggage car, and were started on a most pleasant journey to the southland. Conductor Shrum had them in charge as far as Chattanooga and Conductor Rainey finished the run, both doing all in their power to add to the enjoyment of their friends. A cordial reception was accorded them all along the line and they came in for their full share of the hospitality of Chattanooga, rounding out the trip most pleasantly.

OVER THE SOUTHERN

Through the courtesy of the Southern road a special train was tendered the members in the territory tributary to Washington, D. C. Nearly one hundred responded to this invitation, and found a train consisting of two sleepers, a coach and baggage car awaiting them. They left the capital on the evening of the 12th, and were given a splendid run to Atlanta. The citizens along the line, and especially at Toccoa, gave them a warm greeting, and showered flowers upon them in great profusion. The excursionists were delighted with their train and with the way it was handled, and loud in sounding the praises of the Southern road and its officials for the courteous treatment accorded and the kindly feeling displayed on every occasion.

TO LOOKOUT AND CHICKAMAUGA.

The Sunday excursion to Chattanooga was, perhaps, as much enjoyed as any of the side trips. It left Atlanta late Saturday night, and so eager were the delegates to take advantage of it that all the available space in the five sleepers was taken by noon that day, and a great many who were prevented from applying earlier were disappointed. The night trip was a leisurely one, bringing the train into Chattanooga for an early breakfast. At 7:30 they were landed at the gates of Chickamauga Park, and spent several hours wandering over that historic battlefield, returning to Chattanooga in time to ride to the summit of

Lookout and take dinner at "Lookout Inn." The afternoon was spent in visiting the many interesting scenes about Lookout and Mission Ridge and in securing mementos to be carried home. The party then returned to their sleepers and prepared for the return trip, reaching Atlanta early Monday morning, a little tired but delighted with their trip.

STONE MOUNTAIN.

Perhaps the greatest natural curiosity in Georgia is Stone Mountain, a huge boulder of solid granite half a mile in height and about eight miles in circumference at the base, which lies within half an hour's ride of Atlanta. The members of 180 were not willing their guests should return home without having seen this marvel, and accordingly an excursion was arranged to it on the morning of the 22d. Enough responded to fill eight coaches to overflowing, and as all were in high spirits the trip was a merry one. On arriving at the village of Stone Mountain it was found that the coaches could not be used on the track running back to the mountain, and the excursionists were accordingly loaded upon a train of empty coal and flat cars standing conveniently near. This was a novel experience to most of the ladies, but none the less enjoyable for that fact, and they clambered up the sides of the cars and took the other features of the run up the mountain as the most delightful of the day. After seeing all that could be seen of the great rock, lunch was served at a beautiful spring called Deering, and the party turned their faces toward Atlanta feeling themselves under renewed obligations to the local committee.

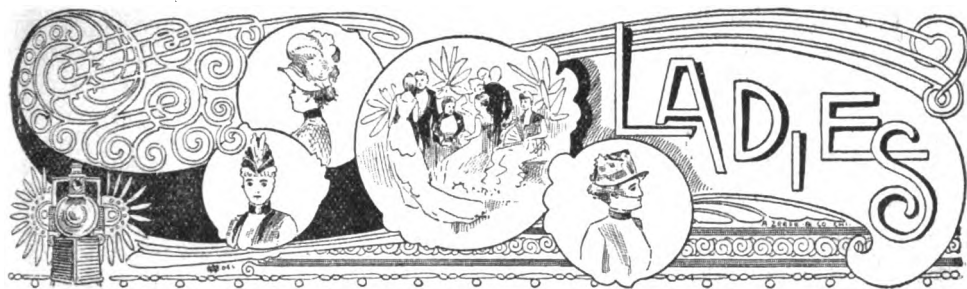
ADDITIONAL ENTERTAINMENT.

In addition to the two brilliant public receptions given the members of the two Grand Divisions, the Brothers and Sisters of Atlanta provided entertainment for almost every hour that could be spared from work. On Wednesday evening the ladies of Golden Rod Division gave an informal reception and luncheon at the Kimball House for members and their families only, which proved to be a delightful affair. On Friday evening the members of Division 180 followed with an informal ball and supper, which was one of the most enjoyable events of the week. Wurm's orchestra was present on both occasions and all were charmed with the music they furnished. The Kimball House, one of the most noted hostleries of the south, outdid itself on the refreshments. The parlors, dining room and dancing hall were beautifully decorated with bunting and potted flowers, and every way the guests turned they met the "Welcome O. R. C.," which greeted them from almost every business block, and which was so apparent in the greeting of every citizen. A

pleasing reception was given by the Railroad Y. M. C. A. Thursday evening, which was attended by a large number and very thoroughly enjoyed. The members of the local G. A. R. also gave their comrades and their wives a cordial reception with an elaborate program and elegant refreshments, all of which could not but be pleasing to their guests. These, with trips to the Exposition grounds; to witness dress parade by the Fifth Infantry at Fort McPherson; the carriage and street car rides, sufficed to fill in the time in a most acceptable manner.

FLORIDA EXCURSION.

After the close of the Grand Division a magnificent special train, composed of ten sleeping cars, coach and baggage car, left Atlanta loaded full of members and their families. Transportation was complimentary from the roads over which the excursion went, and the charge for sleeping car accommodations was merely nominal. The train went from Atlanta to Augusta by the Georgia Railway; from Augusta to Charleston via South Carolina & Georgia Railway, and at this point they were shown about the city and entertained through the day by members of Division 208, and in the evening they were tendered a splendid banquet by that Division. From Charleston to Savannah over the Plant System, from Savannah to Tybee Beach over the Central Railroad of Georgia, where breakfast was taken Sunday, and the forenoon was spent in sea bathing, etc. Sunday afternoon and evening were spent in and about the parks of Savannah, and from there the party went to St. Augustine via the Plant System and the Jacksonville, St. Augustine & Indian River Railway. A half day was spent viewing the many sights of interest in this, the oldest city of the United States. Thence back to Jacksonville, where the entire party were royally entertained by Division 196, being given a complimentary steamboat excursion down to the ocean and back. Delightful refreshments were very liberally served by members of 196, who accompanied the party and left nothing undone to secure pleasure for their guests. From Jacksonville the party went to Tampa via the Jacksonville, Tampa & Key West Railway, where the party were very pleasantly entertained, being chaperoned by Messrs. Demming and Jolley, Passenger Agents of the Plant System. After a day spent very pleasantly at Tampa and Port Tampa in viewing sights, sea bathing, etc., the party left on the return trip, going over the South Florida portion of the Plant System to Albany, where they were taken by the Central Railroad of Georgia back to Atlanta. The entire trip was marked by the uniform and unparalleled southern hospitality and the liberality of the railroad companies is very noticeable. In this connection it would be inconsistent not to especially mention the pains taken by Mr. B. W. Wrenn, General Passenger Agent of the Plant System, to make the trip a successful and pleasant one and to again mention the many acts of kindness and courtesy received at the hands of the passenger agents of this line above mentioned. Arriving at Atlanta on the evening of May 29, the parties scattered to their respective homes, possibly tired but all happy.



SIXTH GRAND DIVISION OF THE AUXILIARY.

The ladies of the Auxiliary were as delightfully cared for as were their Brothers of the O. R. C., and their stay in Atlanta was made fully as pleasant. K. of P. hall, one of the best audience rooms in the city and within a few minutes' walk of the principal hotels, was provided for their use, and everything possible was done not only to expedite their business but to fill all their waiting hours with enjoyment. Because of the reception on Tuesday afternoon the Grand Division did not formally open until Wednesday, but the ladies then took up their work with a vim and soon made up for all lost time.

Under the order of business the election of officers came at the close of the session, on the morning of the 21st. The following ladies were selected to guide the affairs of the Auxiliary during the next two years: Grand President, Mrs. J. H. Moore; Grand Vice President, Mrs. O. N. Marshall; Grand Secretary and Treasurer, Mrs. W. E. Higgins; Grand Senior Sister, Mrs. B. F. Wiltse; Grand Junior Sister, Mrs. Zach Martin; Grand Guard, Mrs. John Sullivan; Mrs. J. M. Sewell, Mrs. W. C. Turner and Mrs. E. J. Palmer, Executive Committee.

Under the provisions of the new insurance law, Mrs. Turner, formerly Grand Senior Sister, was elected President, Mrs. Sewell Secretary and Treasurer, with Mrs. Higgins, Mrs. Marshall and Mrs. Moore making the other members of the advisory board. Of the Grand officers of the Auxiliary Mrs. Moore, Mrs. Marshall and Mrs. Higgins were re-elected; Mrs. Wiltse, of Philadelphia, Mrs. Martin, of Atlanta, and Mrs. Sullivan, of Andrews, Ind., were newly chosen, but together they make a strong board of officers, and under their conduct the Auxiliary is bound to prosper.

After thoughtful consideration the ladies determined to add an insurance department to their Order. A plan for the new department was presented by Mrs. Sewell, and was adopted substantially as presented, the following being a brief summary of the constitution and by-laws. The

name will be Insurance Association of the L. A. to O. R. C. The officers will consist of Grand President, Grand Secretary and Treasurer and three trustees, all of whom will compose the advisory board of the Association. The Grand President and Secretary must be elected by the Grand Division, and will be separate from the other officers of that body, while the trustees will be chosen from the grand officers, but all must be members of the Association. The fiscal year of the Association will begin the first of June and end the last of May. A fee of 75 cents must accompany each application for policy, also 30 cents to pay the first assessment and the fee of the local agent. The duties of the officers are to be such as usually pertain to such offices, and rigid restrictions are thrown around them. In order to become a member of the Association the applicant must be in good health and in good standing in her Division. Loss of membership in the Division forfeits membership in the insurance, but reinstatement can be had any time during the year by paying up all back dues. Each Division must select from its members an agent who shall collect all fees and dues and forward them to the Grand Secretary. No delegate will be allowed to vote for the election of an officer of the Association unless carrying insurance. The regular assessment will be 30 cents per month, and the maximum death claim \$200. Should any member die before that amount is in the treasury only the amount collected to that time will be paid. When there is enough in the insurance fund to pay five death claims, assessments will be suspended until a claim is paid, and assessments will then be resumed. When there is \$150 in the expense fund all assessments will go into the insurance fund until there has been a draft on the expense fund, when the regular course will be resumed. The president is made the responsible officer of the Association, being required to hold the bonds of the secretary and treasurer, and to receive monthly reports from that officer. Failure to pay assessments within thirty days of notice makes 'he

Officers of the Ladies' Auxiliary.

MRS. O. N. MARSHALL.



MRS. W. E. HIGGINS.



MRS. J. H. MOORE.



MRS. W. C. TURNER.



MRS. J. B. VAN DYKE.

member liable to suspension. In addition there are the usual general provisions of such plans covering such minor points as suggested themselves to the committee and the Grand Division.

During the sessions it was determined to change the colors of the Auxiliary to conform to those of the O. R. C. Hereafter green will be the color distinguishing floor members, red for the subordinate officers and white for the members of the Grand Division. This change will go into effect July 1st. The white carnation was chosen as the emblematic flower.

A considerable portion of the session was given up to the revision of the ritual. The report of the committee having this matter in charge was discussed from every possible point of view and finally adopted with comparatively few changes. The entire work was then exemplified and the delegates expressed themselves as being greatly pleased with it. There were also a number of initiations during the week and the new floor work was exemplified. This was in charge of the ladies from Huntington, Cleveland, Toledo, and Lima, Ohio, and their presentation of the work was so near perfection that it not only brought them many compliments but at once made the work exceedingly popular.

The report of the committee on revision of the laws also occupied quite a little of the time. One of the most important changes made in this connection was fixing the date for the election of officers on the Friday immediately following the opening of the Grand Division. This was a popular change and is expected to make a great improvement in the workings of future meetings. The powers of the Grand Vice-President were also increased to conform more nearly with the law governing the O. R. C. Heretofore this officer has had no power as an organizer without being specially deputized, but hereafter this authority will inhere in the office. Hereafter all the members of the executive committee will be elected by the Grand Division, instead of two being appointed, as has been the custom, and their expenses will be provided for by that body. The Grand dues furnished subject for quite extended discussion, and it was finally decided to increase them to 35 cents per year.

The standing committees, as appointed by the Grand President, Mrs. Moore, were composed of the following ladies:

Committee on Credentials—Mrs. Myers, of Division No. 12; Mrs. Leonard, of Division No. 20, Memphis, Tenn.; Mrs. Sullivan, of Division No. 18, Andrews; Mrs. Thompson, of Division No. 55, Augusta, Ga., and Mrs. Tygart, of Division No. 28, Denison, Tex.

Committee on Jurisprudence—Mrs. Sewell, Division 16, Huntington, Ind.; Mrs. McMillan, Division 6, Toledo, O.; Mrs. Sims, Division 17, St. Joseph, Mo.; Mrs. Gillen, St. Louis, Mo., and Mrs. Zetts, Division 14, Ottumwa, Ia.

Committee on Resolutions—Mrs. Palmer, Division 35, Tacoma, Wash.; Mrs. Crabbe, Division 5, Grand Rapids; Mrs. Hinkley, Division 23, Denver, Col.; Mrs. Schmidt, Division 46, Cumberland, Md., and Mrs. Granger, Division 44, Detroit, Mich.

Resolutions were adopted expressing the thanks of the ladies to the railroad companies for their uniformly courteous treatment; to La Salle & Cook, of Toledo, Ohio, to the people of Nashville and Chattanooga, to Mr. and Mrs. Sheldon of Cartersville, and to Banner Division of Toledo, for floral gifts and other favors; to the press for their generous treatment both of the Grand Division and its members; to Sister Harris and Sister Evans, of Division 43, for favors extended; to Harrison & Herman for carriages; to the L. A. to B. of L. E. for their graceful courtesy; to the different clubs and societies for special programs; to the directors of the exposition, the Southern Express Company, the commandant and officers at Ft. McPherson, and to the governor of the state and mayor of the city for their contributions to the entertainment; to Miss Green, their faithful stenographer, and all who contributed to the success and pleasure of the meeting, to those who have remembered the members and the officers so munificently, and to Mrs. Dustan who has done so much toward forwarding the work of the Divisions, most sincere thanks were returned. "And now your committee have reached the part of their work where they feel that all their best efforts are totally unable to do justice to the occasion, or to fittingly express their feelings. To our Brothers of the O. R. C. and to the Sisters of Golden Rod Division No. 43 for their untiring efforts (reaching far into the past) for our entertainment; to Mr. Land, chairman of the local committee, we tender our thanks that he has included us so kindly in all things; to the local committee of Division 43 and to the entire membership for the royal reception they have given us, for all their kindly attentions and, best of all, the real, the earnest, the Sisterly feelings that have made us feel that we are not strangers, but all members of one great family, each one of whom we shall hold in loving memory."

The closing hours of the Grand Division were made memorably pleasant by a general exchange of remembrances and the bestowal of a number of beautiful presents upon several members of that body. Mrs. Moore received an elegant watch

and chain from her O. R. C. friends; a silver water set from the ladies of Golden Rod Division and a clock from the Grand Division. Mrs. Higgins was presented with a clock by the Grand Division; a silver ink stand and gold pen from Golden Rod Division and a beautiful spoon from friends. Mrs. Marshall was the recipient of an elegantly engraved spoon from the ladies who had urged her to become a candidate for the position of Grand President. Mrs. Hodges was also among the more favored ones, the members of Cleveland and Bethlehem Divisions and O. R. C. friends presenting her with an elaborate silver nut bowl, berry dish and spoon. After the sessions were over Mrs. Marshall presented Mrs. C. E. Ragon, Past Grand President, with an elegant clock in behalf of her many friends and as a token of their appreciation of the services rendered the Auxiliary by her in the past, she having been practically the mother of that body, and having done fully as much as any other toward bringing it to its present flourishing condition. All were loaded down with flowers, many of the pieces being of elaborate design and artistically worked out.

RECEPTION TO THE LADIES

The public reception in which the ladies of the Auxiliary were formally welcomed to Atlanta was one of the most delightful events of the visit. In this, as in everything else, the ladies of Golden Rod Division proved themselves masters of the art of entertaining and rightfully won the praises that were showered upon them from every hand. The Grand Opera House, a structure, by the way, of which the citizens of Atlanta are justly proud, was secured for the occasion and decorated as only artists can do those things. The stage was set to represent a conservatory, and the illusion was made the more complete by the banks of Easter lilies along the sides and the two great pyramids of these beautiful flowers which faced the footlights upon either end. The flags of the three nations represented were tastily draped about the stage, "Old Glory" occupying the place of honor, and the same effects were carried along the lines of boxes, the arrangement everywhere giving evidence that the ladies of Golden Rod Division had personally superintended every detail. As the gathering had been set for 3 p. m., the house was darkened to give full effect to the decorations under the electric lights and when that large auditorium was filled with beautiful women and bright costumes, the whole combined to make a picture which will not soon fade from the memory of those who were so fortunate as to be present.

Owing to the fact that the Grand Division was

holding its opening session, the audience was composed largely of ladies, but they were the ones most directly in interest, and it would have been impossible for the speakers to have had a more appreciative hearing. Mrs. W. S. Gaar, as secretary of the Local Committee on Arrangements, presided with dignity and grace, her pleasing manner of introduction bringing the audience and speakers at once into those sympathetic relations so necessary to the complete success of such occasions.

WELCOME FROM GOLDEN ROD

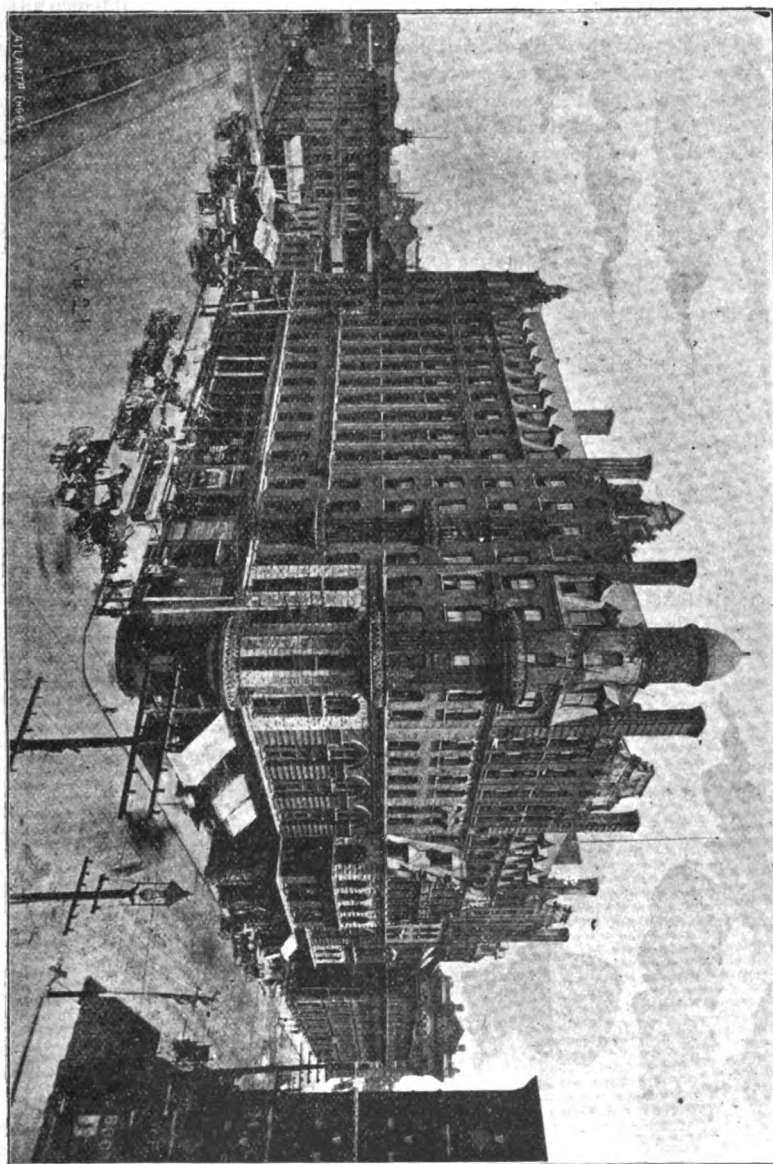
After an invocation by Mrs. W. C. Turner, Grand Senior Sister, Mrs. J. G. Garwood, President of Division 43, welcomed the Auxiliary to Atlanta on behalf of the citizens generally, and the members of her Division in particular. The task, she said, could not but be a pleasing one, though words must fail to adequately express the welcome there was in the hearts of the people of the southland for their guests. For them there was no north nor south, no east nor west, they were as members of a common sisterhood, and the ties which bound them knew no sectional lines. Upon the members of Golden Rod Division rested the responsibility of maintaining the hospitality for which the south is famous, and if they failed it would be a failure of the head and not of the heart. In closing Mrs. Garwood again bid the ladies welcome to the Gate City of the south, and extended to them the freedom of the city. It was a graceful welcome, and in every way typical of that which met the members of both grand bodies throughout their entire stay in the south.

THE GRAND PRESIDENT'S RESPONSE.

Mrs. J. H. Moore, Grand President, responded most happily in behalf of the visitors. In substance she said that before this visit they had thought they knew all about the hospitality of the people in this land of sunshine and of flowers, but found "the half had not been told." Their reception had been beyond everything but the graciousness of those receiving them, and the only way she could see to show their appreciation was by a perfect and grateful enjoyment of all the courtesies offered. The speaker then dwelt briefly upon the ideas underlying their organization, and warmly congratulated the Atlanta ladies, and especially their committee on arrangements, for the provision of so much that could not fail to be both pleasing and entertaining to their guests.

TRIBUTE FROM BETTER HALF LODGE

At this point there was a break in the program, and a delightful one it proved to be. Mrs. Webb, representing Better Half Lodge No. 21, L. A. to B. of L. E., presented the Auxiliary with a basket



THE KIMBALT HOUSE.

of beautiful flowers, with the warmest of sisterly greetings. Mrs. W. T. Mooney, of the committee on arrangements, responded on behalf of the Auxiliary, and in so doing voiced the appreciation of the courtesy felt by all her Sisters, in a felicitous manner.

ADDRESS BY MRS. C. E. RAGON, P. G. P.

In the course of her address Mrs. C. E. Ragon, Past Grand President, said that, to her mind, the most fitting acknowledgement of the extensive and lavish preparations made for their entertainment would be the military hip, hip hurrah! Hurrah for the Sunny South, where hospitality knows no bounds. It is a joy to be with you. There is satisfaction in knowing that our membership is constantly growing, and the possibilities of the future are almost boundless. Your gathering today gives proof that the men are no longer the sole movers in the world of action and gives me assurance that not only some, but all of you, have been doing your full duty.

MRS. O. N. MARSHALL, G. V. P.,

opened her address by renewing the compliments so often paid the ladies of Golden Rod Division for the manner and spirit of their reception, and the thanks of all the visitors for the many courtesies extended. She assured the members of 43 that, although one of the younger Divisions, they were rapidly taking place where their influence would be felt throughout the entire organization. Women generally are seeking broader lives, and their organizations have secured success that may not be questioned. We are here to do all in our power to further the interests of the Auxiliary. In doing this, however, let us not forget to honor the women who have made our success possible. Prejudice has said our meetings are for gossip, but our charitable work alone shows we have other and better purposes in view. By joining hands we can soon become a power, and thinking women will find their duty to lie with us. I confidently expect some one will soon find a way to provide a home for the widows and orphans left destitute by the death of railroad men. Allow me to prophesy that amid such favorable surroundings our members will be inspired to use their best efforts, and this convention will be ever memorable for wisdom, fraternal friendship and harmony.

GOOD ADVICE BY MRS. C. P. HODGES.

The address by Mrs. C. P. Hodges, Chairman of the Executive Committee, was not only beautifully worded, but was practical and full of good sound advice for the guidance of the Auxiliary. To the earnest and thoughtful members, she said,

some of the principal purposes of their organization were to unite the wives of the O. R. C.; to help each other in time of sickness and distress; to co-operate in all good works, and to further the cause of temperance. The definition of "auxiliary" is "helper," and that we should ever strive to be. The speaker then gave a practical illustration of the dangers which threaten all such bodies, and the best means for avoiding them, drawing therefrom the lesson that only by unity of purpose and harmony in action they could reach the limit of their possibilities for good. The Auxiliary has a duty to perform in aiding all O. R. C. husbands and Brothers, and all should work together to that end. It also has a work to perform as an order in striving to promote its own interests. The members of the O. R. C. must not be expected to go about the country instituting Auxiliaries, but this co-operation is essential to success. We all recognize this fact, and I am led to believe that where we do not have their co-operation and sanction it is our own fault. Good fellowship may exist to the fullest extent if we but use our opportunities, and let us remember that we will be held responsible for the failure if failure should result. Let us then grasp hands with the O. R. C. and renew our efforts in behalf of mutual harmony and benefit, both socially and spiritually.

WELCOME FROM DIVISION 55.

Mrs. E. T. Miller, President of Division 55, then extended to the ladies a cordial, old-fashioned welcome to Atlanta and Georgia and to the homes and hearts of their people. There was a strong bond uniting them, and she hoped this meeting would make it stronger. We aim to aid our Brothers and look after their interests, and this is a great work. My attention was first called to the strength of the ties binding the members of the O. R. C. together when traveling with an invalid husband to Wisconsin. The loving attentions paid him by the Brothers along the way set me to thinking, and I determined then to do all I could for the future success of that Order. These attentions were worth more than money to us, and will never be forgotten. Let us keep the Order to its highest standard and help each other. If we are proud of the Order and proud of ourselves, we cannot but be respected. How safe we all feel whenever we see the blue coat and the brass buttons. There is only one thing wrong, and that is there are too many bachelors among them. The constitution should compel them to marry, but, wanting that, allow me to suggest that this city is full of beautiful girls who might respond to an invitation. We hope to see you all at our exposition this fall, and will repeat the welcome of today. And, now, may God speed and

prosper you all, and give you a pleasant and profitable meeting.

A MESSAGE FROM THE FAR WEST.

Mrs. E. J. Palmer, Deputy Grand President, opened her address by asking her hearers if, when reading of the divine injunction, "Let there be Light," they had ever thought upon how small a portion of the human race that light had fallen. It had filtered through upon a few of us, however, and in proof thereof we are here today. Yes, and we have come to stay. This organization will help greatly in making all of us better women, better wives and better mothers. I heartily endorse what

the Sister said about marriage, but we must remember that girls no longer marry for the sole purpose of being supported. The modern woman is trained to care for herself, and while she looks upon marriage as the supreme aim of life for both sexes, she does not enter the relation until she finds a man whom she can love. I cannot express to you my devotion to the O. R. C. Wherever I go through this broad land I feel sure of finding a friend in every wearer of that emblem. We are but one now, but the "ones" make the many, and we are growing. There are some 1,500 of the boys here now, and not so many of the girls, but



HOTEL ARAGON. ATLANTA, GA.

they are going to be here. My father was a conductor. I learned to be a telegraph operator and married a conductor, the best thing in the world to have. From this you may see I have some right to the Auxiliary. We all feel deeply thankful for the reception given us, and now we can truly say that in our Order there is neither north nor south. May nothing ever come to mar the harmony of our relations.

MRS. J. L. KISSICK, DEPUTY GRAND PRESIDENT, congratulated the ladies that they were not obliged to meet as strangers, since THE CONDUCTOR had made them known and endeared them to each other. They should all be proud of their Order,

and especially so when they remembered that a few years ago they were uneducated in this line of work. The Auxiliary is a grand success, and is but beginning to occupy the field of its usefulness. It is not an imperative necessity, but is an important adjunct, as it widens our experience and mental range, and gives us strength the better to overcome the difficulties of life. Let us continue in the good work until the brightest hopes of our warmest friends have been realized.

In response to a call from the presiding officer, Hon. L. S. Coffin addressed the gathering briefly, complimenting the ladies highly upon the splendid work they were doing, and commending to their

charity the project for a new home for disabled Brothers.

In addition to the speech-making the program was rich in musical numbers, several especially fine vocal selections being given by the members of a quartette composed of Miss Service, Miss Rathburn, Mr. Brisbin and Mr. Burbank. Wurm's orchestra also added not a little to the afternoon's enjoyment. A recitation by Miss Mamie Johnson proved that young lady to be an

accomplished elocutionist, and won her much praise. It was truly a delightful occasion, and much credit is due the ladies of Division 43 for the manner in which it was prepared and conducted. This is especially true of the committee on arrangements, consisting of Mrs. Zach Martin, chairman; Mrs. W. S. Gaar, secretary, and Mesdames M. J. Land, J. G. Garwood, W. T. Mooney and J. W. Humphries, all of whom were untiring in their efforts to assure its success.

FRATERNAL ORGANIZATIONS THE STEPPING STONES TO A HIGHER LIFE.

A beautiful, sunny Sabbath day in May; a silent city of the dead; silent save the rustling of the abundant foliage and the twittering of sweet songsters of the air flitting to and fro among the branches glinting with sparkling sunshine; a sorrowing father and mother slowly strolling from the grave of an only son, where they have just deposited flowers—their weekly offering of love and remembrance, pausing here and there to read an inscription and shed a sympathizing tear. They pause beside a newly made grave to read on the plain, unassuming stone, evidently that of a poor man's grave, "Our Papa." When hark! muffled drum beats greet their ears. Nearer and nearer approach the sounds. Thinking it probably the funeral of a member of some fraternal order, the man and woman decided to wait. The solemn roll of the muffled drum comes nearer and nearer, and as they wait they see the newly made grave surrounded by perhaps sixteen or eighteen uniformed men—members of a prominent social order—followed by a wagon containing potted plants.

A ceremony led by one of their number—short—in a foreign language, but as heart speaks to heart, understood through the interpreting power of sympathy, as the tears of these men fall, clumsily brushed from eye and cheek with hands hardened by toil.

They now observe each man as he goes to the wagon, selects a plant, and with loving hands plants over the grave of his friend and brother the beautiful emblem of love, as a surprise, perhaps, to the sorrowing children who will doubtless soon visit papa's grave.

The muffled drum beat, saddened, but hallowed faces, taking a last look, the slow tread of better men for having done the deed, and they are gone.

A brilliantly lighted room, a gathering of men and women, all happy and enjoying to the fullest extent the pleasures of the hour, beaming faces, hearty handclasps, good fellowship generally manifest, a subdued suspicion of an open secret, in which all are participating—all save one—

while the unsuspecting victim is innocently mingling with the throng. He feels the kind sympathy, the deserved appreciation, the hearty "How are you, old fellow?" from his comrades, the sweeter smiles of feminine friends, and is happy. The men are Brothers, the women are Sisters, all having taken a fraternal obligation linking their lives in one common bond of love and friendship.

The eventful moment arrives, a space is cleared, the wondering and inquisitive victim is led into full view of all, looking more like an interrogation point(?) than a human being. One of the company in a few choice and appropriate words, enriched with a touch of humor, presents him with the gift in which all have shared.

The embarrassed recipient of all this evidence of appreciation is now a picture one does not soon forget, as with choking voice and moistened eye he feebly endeavors to express a measure of the grateful emotion he feels. Usually fluent of speech he now fails to command words, except in broken utterance. His emotion controls him, and tremblingly he retires from the conspicuous space into which he has been trapped.

In passing we must not forget to take a look at the faces surrounding him. The expression depicted on the countenance of each one is so generous and satisfaction so evident, that the study will prove to the most skeptical that all these men and women are better for having participated in this expression of their kindly feelings, and having enjoyed the sense of making happy one whom they honor and love.

Here have we shown the two extremes of fraternal expression of love, which is frequently exemplified in our midst.

Can anyone say that secret fraternal organizations are productive of no good, when evidence is constantly before us that the best impulses of our natures are developed and cultivated by opportunities thus afforded from time to time, in which better nature asserts itself, making better men and women of us all?

When we find our hearts swelling with love, sympathy or gratitude, making veritable children of us all, oh! let us welcome and nourish the familiar emotion, perhaps long forgotten; glad that a responsive chord is struck, softening and refining our hearts.

Vice and coarseness are foreign to the sentiments welling up in the hearts of the men planting a token of love and remembrance on the grave of a departed Brother.

Selfishness and ungodliness are foreign to the germ of good feeling bursting forth at the kindly deed of appreciation, and blossoming in soil previously uncultivated, until watered by generous gifts from the heart.

The eye of the Almighty is not blind to these better impulses of our natures, and as we awaken to these impulses, oh may we all yield to aspirations of a higher and better life, and bless God for the stepping stones—fraternal organizations.

MRS. C. P. HODGES.

Editor Railway Conductor:

An agreeable surprise was tendered Brother and Sister C. P. Hodges by members of Bethlehem Division No. 1, and their husbands on the evening of May 30, that being the seventeenth anniversary of their marriage. They were not at home the earlier part of the evening, and upon returning, about 9 o'clock, found friends to the number of thirty-five or forty had taken possession of their house. The ladies had come prepared to serve lunch. The evening was enjoyably spent in music, recitations and card playing. About midnight the merry makers departed, wishing their host and hostess many happy returns of the day.

It is a great pleasure, as well as encouraging to read the communications from other Divisions, especially from Pine Cone Division No. 67. Think of those Sisters, some of them coming over two hundred miles to Division, and then wonder to ourselves how we can let little trivial excuses keep us at home. If we wish prosperity to attend us, we should try to attend every meeting that we possibly can, as there is no way that we can lose interest more quickly than by staying at home.

With sincerest wishes for the L. A. and O. R. C.
Cleveland, O. MRS. S. N. PENNELL.

Editor Railway Conductor:

In Rock Island, Ill., on April 25th, a bright Thursday afternoon, thirteen conductors' wives met in the Engineers hall and organized a Ladies

Auxiliary, to be known as Tri-City Division No. 75. Tri-City, on account of our three cities, Davenport, Rock Island and Moline, so closely situated to one another.

Mrs. J. H. Moore, Grand President, was present and perfected the organization, assisted by Mrs. M. E. Rich, Mrs. C. E. Nicholas and Mrs. Andy McLees, of Excelsior Division No. 19, of Des Moines, Iowa. Those three ladies and their families live in our city, and we expect them to be present with us at every meeting. The following are the officers elected for the present year: President, Mrs. Archer; Vice President, Mrs. Castor; Secretary and Treasurer, Mrs. Carney; Senior Sister, Mrs. Lester; Junior Sister, Mrs. Strawhorn; Guard, Mrs. Dizzetell; Chairman Executive Committee, Mrs. Kavanaugh; Correspondent, Mrs. Curtis.

Our city not being headquarters for a great many conductors and their families, we started with only thirteen members, with prospects of a few more soon. Thirteen, by some, is considered a very unlucky number. We are going to try and make it a lucky number. We may find some hard work in so doing, but "where there's a will there's a way."

In the evening the ladies gave a reception in honor of the Grand President and visiting Sisters. The hall was beautifully decorated with potted plants and ferns, and the Mandolin Club furnished the music. After public installation, speeches were made by the Brothers present. Dainty refreshments were then served, and the rest of the evening was spent in dancing. All went home, having enjoyed a very pleasant evening.

Mrs. Moore was the guest of Mrs. Rich while in Rock Island. We are all very grateful to Mrs. Rich, for it was through her earnest work we have an Auxiliary here. She encountered some difficulties but was equal to them all. We meet twice a month, every first and third Thursday, and would be only too glad to entertain any Sister who might visit our city and Division.

It being so close to the convention we did not have time to send a delegate, but expected to be represented by Mrs. C. E. Nicholas, of Rock Island, Ill., who will attend as alternate, from Excelsior Division No. 19.

We are delighted to be banded to so noble a class of women as belong to the Ladies Auxiliary, and will ever remember our motto, "Charity and True Friendship," and will follow the example of our Sisters, and will do all we can to relieve sorrow and trouble wherever we find it. With good wishes to all L. A. and O. R. C.

Rock Island, Ill.

MRS. A. B. CURTIS.

Editor Railway Conductor:

The fourth anniversary of Sunbury Division No. 8, Ladies Auxiliary to the Order of Railway Conductors, was held in their hall Thursday evening, March 28. Quite a number of guests were present to do honor to the occasion, and everybody had a fine time. A fine banquet was served. Sunbury Division No. 187 presented the Ladies Auxiliary with a handsome Bible. The presentation speech was made by Conductor W. Geary, and Mrs. W. H. Shaffer accepted it on behalf of the Auxiliary. Ladies Auxiliary No. 47 and Order of Railway Conductors No. 143, of Harrisburg were represented.

Eastern Star is booming. We took in five new members at our last meeting, and expect still more in the near future.

We are sorry that our Sister, Mrs. McAlpine, has been very sick.

In regard to the insurance to the Auxiliary, I think it is a good thing. Division No. 8 is highly in favor of it, and hopes that the delegates will vote in favor of it. I will be one of the first to take out a policy.

Sunbury, Pa. MRS. J. H. ELLENBERGER.

Editor Railway Conductor:

We are all exceedingly interested in the coming convention. We talk convention, think convention and, I had nearly written, sleep convention. The fact is our hearts and souls are concentrated on this one subject. We made a brilliant success of our fair last fall. Now we are egotistic and know that with us such a thing as failure can find no abiding place. True, we are still in our infancy, but we have an indomitable will, are a trifle old maidish and very determined that success shall be "in it" with us on all high days and holidays.

Our meetings grow more and more interesting as time passes. We are receiving new members at almost every one. During our next two, we will give the men the O! Why? degree, and are expecting many candidates in shape of our own and others' husbands, and also those who are still reaching out eager hands in that happy direction. I have never been present when this degree has been conferred on our lucky brethren, but have helped to initiate several Sisters.

We, with the Conductors, gave a picnic at Indian Spring the 4th of May, and had a large crowd and loads of fun.

And now, more of the convention. We have an excellent program and intend to fully live up to it. We will give our visitors a hearty welcome at the Grand opera house the night after their arrival. The President of the Ladies Auxiliary

will tender the welcoming address, and only those who know her can in the least imagine the treat in store for all. Our Governor follows with a gracious welcome from our glorious state. Next the Mayor extends welcoming hands for our fair Gate City, and last, but by no means least, the Chief Conductor for the Conductors. Before and after taking and every "occasionally," Wurm's orchestra, than which there is no finer in the south, will discourse sweet music. Others will render recitations and vocal selections. The following evening a reception will be given at the Kimball House, with light refreshments. There is really no set program for this evening, but a true, warm-hearted, southern welcome, combined with slight efforts to amuse. While the Conductors are holding their session, we will take our visiting ladies out for an airing. All who come may expect a good time.

When these Auxiliaries take things in their own hands, it is whispered in high society that they have been known to dissipate wildly, even to the extent of street cars and soda water. Several excursions have been planned that will afford great pleasure to those who attend. But Brother Land has already told you of these.

Good bye, till we greet your smiling faces on May 13.

MRS. C. V. RAINEY.

Atlanta, Ga

Editor Railway Conductor:

It is with pleasure I write a few lines in behalf of Bridge City Division No. 42, although I am somewhat like our former correspondent, afraid to make the attempt for fear some one might criticize.

On April 3, at his home on East High street, Conductor P. E. Weise met with a complete and agreeable surprise, it being the occasion of one of the very pleasantest entertainments given by the L. A. to O. R. C. and O. R. C. and their families.

It was not the brilliantly lighted house nor the crowd of assembled guests that startled him so much as the handsome presents which his Brother members of O. R. C. had seen fit to bring with them. The Auxiliary supper had been previously announced in honor of our visiting sister, Mrs. Depew, of Prospect Division No. 30, Garrett, Ind., but the innovation of gift for the host was left to be a surprise.

In the midst of the festivities Charles McKeen, representing Logan Division No. 110, O. R. C., presented the gifts, a handsome gold headed cane appropriately inscribed, a fifteen volume set of Dickens and a finely bound and illustrated volume of Shakespeare. Mr. McKeen complimented the recipient very highly on the creditable manner in

which he assumed the duties of Chief Conductor of Logan Division for three consecutive terms, he being the only member upon whom this honor was ever conferred. Mr. Weise responded very nicely, acknowledging a complete surprise and expressing thanks for the kindly feeling exhibited.

The Auxiliary ladies were smiling at Brother Weise's surprise when they were called upon to go through almost as pleasant an ordeal. A handsome volume of the life of Napoleon was brought forth to be presented to our retiring president, Sister Murphy, who was not permitted to be with us that evening. [It was taken in charge by the Sisters present and two evenings later was made the occasion of an equally pleasant surprise at the home of Sister Murphy. The presentation speech by Sister Riddle was a model, as was the response from our ex-president.]

All the other features of the evening proved quite as enjoyable, and the guests departed at a late hour in a merry mood.

Logansport, Ind.

MRS. FAIRMAN.

Editor Railway Conductor:

I feel as if I must put all cares aside this morning and have a talk with the Brothers and Sisters through THE CONDUCTOR. I presume before this is read we will have been to convention and returned home better able to take up our duties again. Messrs. and Mesdames. Wm. Frenze, F. W. Kimball, E. C. Cannon and myself expect to attend the convention.

I must tell you of our party given April 15th. We think it was a success, both socially and financially. Conductors Chas. Hill, F. G. Webb, R. C. Palmer, R. C. Hooey, J. Quest, A. L. Larkins, their wives and Mrs. F. V. Braden, of Waukesha (a hundred miles away), favored us with their presence. All seemed to have a pleasant time. The Madonna ladies all wore dresses alike, and as a pleasant remembrance all had their pictures taken after the party.

May 2d we met in the O. R. C. rooms and enticed Mr. and Mrs. F. W. Kimball to meet with us in a farewell banquet tendered them, as on their return from Atlanta they expect to locate near Chicago. We are sorry to lose Mr. and Mrs. Kimball from our midst. What is our loss will be some one's gain.

Do not think we are all smiles and good times, as we do a great deal of earnest work as well as pleasure; still anything we can do for our Brothers or Sisters should be a pleasure. If any of them are sick or in trouble we are ready and willing to assist them in any way possible.

Mr. and Mrs. Frank Maher have been called upon to part with their little boy, Russell, aged

18 months. It was a severe blow to them, and only those who have been called upon to suffer a similar loss can understand their feelings. Quite a number of both O. R. C. and L. A. members attended the funeral, which was at Madison, their former home. Mrs. Maher is a member of the Toledo Division.

I am afraid our correspondent will think I have taken her place, but I always feel as if all railway people are friends, and it is a great pleasure for me to converse with them, even through the columns of THE CONDUCTOR. Would be glad to be personally acquainted with all.

I endorse every word that Mrs. Hodges wrote in the April CONDUCTOR, and think that because we are railroad people we should not be put in the shade. We should live such lives that people would recognize our good works.

We hope that Madonna Division will earn the medal this year.

MRS. A. W. SQUIRES.

Baraboo, Wis.

Editor Railway Conductor:

Magnolia Division is just nine months old and, while we are but few in number, we are wide awake and stirring, doing all we can to increase our numbership and bring our Division up to the very highest standard. We had the great pleasure of initiating into our Order in January one of the loveliest young women of our state, the bride of Chief Conductor, Brother McCord. The most of our members are young women full of life and very anxious to assist our Brothers of the O. R. C. in all good works. How I love to see the young mothers of our land coming forth in these good works. It need not "take from" any of our duties at home. We can always do what is necessary at home and then make the time to get out occasionally to visit the sick, speak a kind word to the troubled, and find time to attend our little entertainments. It is good for us. "All work and no play" makes us dull. Our organization has done great things in bringing about friendship and sociability among the families of Conductors. It is a good thing to make friends and have friends. "My friends are my world." There is a strong bond of friendship among our Sisters. We enjoy our meetings and we all do what we can for the happiness of those about us. A pleasant smile or a kind word does much towards soothing an aching heart, and our world is full of troubled souls at present. Let us all strive to do more good in the future. Life is short, but we can be happier if we will.

We enjoy our entertainments greatly. The last one, "The Valentine Dance," was said to be one of the prettiest entertainments ever given in our

city. We are going to have little socials every two weeks this spring, and try to increase our membership by inviting all O. R. C. men and their families in our city. We want to get every one of them interested. We are so glad that our Atlanta Sisters won the Dustan medal. We are always so proud of Atlanta's success in anything she undertakes, and she never fails in anything she attempts. We are so glad that the Grand Division of O. R. C. meets in Atlanta in May. We expect to attend in a body and hope to learn a great deal of our more experienced Sisters. It takes time to accomplish great things, but we are pleased with our success so far and hope for far greater things. I cannot tell you how we all enjoy reading THE CONDUCTOR, especially the Sisters' letters. It makes us wish to know each and all of them.

MRS. E. T. MILLER.

Augusta, Ga.

and socially. Our very worthy President, Mrs. R. F. Phillip, read an address that was, in all respects, admirable. The report read by our Secretary, Mrs. Stout, shows our Order to be in a prosperous condition, our Division steadily growing in numbers; the average attendance being eighteen.

We have recently chosen our former Secretary, Mrs. Perry Callahan, to represent us at the convention soon to assemble in Atlanta. In doing this the Order displayed sound judgment. Of all the delegates that may represent the different Divisions there can be none more worthy or capable than our very efficient and much loved Sister Callahan.

May the Sisters of the different Divisions all over this broad land have continued success and happiness.

MRS. G. B. HARRIS.

Jackson, Tenn.

Editor Railway Conductor:

Having been elected Corresponding Secretary for Andrews Division, No. 4, I fear I have been very negligent in not writing sooner. However, I will try and give all the information I can in regard to the doings of our Division.

We have not increased in membership very fast lately, but if our members are few, I think we know how to enjoy ourselves fully as well as our sister Divisions.

We have been working quite hard this year trying to replenish our treasury, and have been very successful so far. In the first place we sold tickets on a nice rocker, to be given away to the one holding the lucky number, and as we had a social the night the chair was given away, we realized a neat little sum on that venture.

We have been having our monthly teas, one at the home of our President and one at Sister Loundenslager's, and if any of our sister Divisions can suggest any nicer way for the Sisters to thoroughly enjoy themselves, I wish they would do so, and if they can't, why I would advise them to go and do likewise.

M. E. H.

Elkhart, Ind.

Editor Railway Conductor:

On the evening of April 25, 1895, the ladies of Division No. 39, L. A. to O. R. C., celebrated their second anniversary. The program was varied, consisting of music, recitations, and an old fashioned supper. The large crowd enjoyed themselves heartily and it is universally conceded to be the greatest success of the season. We, the Auxiliary ladies, are well pleased—both financially

Editor Railway Conductor:

It is with great pleasure that I inform you of the formation of a new Division in our city which we have named Charity. The officers who will have charge of our affairs for the coming year are Mrs. C. Quinn, President; Mrs. Wm. Fox, Vice-President; Mrs. W. F. Christy, Secretary and Treasurer; Mrs. T. C. DeLong, Senior Sister; Mrs. F. S. Miller, Junior Sister; Mrs. C. L. Chamberlain, Guard; Mrs. H. C. Franck, Correspondent; Mrs. R. A. Butler, Chairman Executive Committee; Mrs. A. H. Scott, Delegate; Mrs. T. J. Huffman, Alternate Delegate.

We organized April 3, 1895, with nineteen charter members and have hopes of increasing our number before long, as our officers are all enthusiastic and good, steady workers. Although we have been organized so short a time, we have had one sociable, at which in addition to our supper we raffled a very handsome centerpiece of linen and silk embroidery, which was donated the Division by Junior Sister Mrs. F. S. Miller. We sold eighty-five tickets at ten cents each. The sociable was held at the home of Sister T. J. Huffman. We charged a dime for supper, and with the raffle and supper together, we cleared over thirteen dollars.

The members of Sioux City Division, O. R. C., have had our charter elegantly framed for us. It is a beauty and we can hardly find words in which to express our thanks to the Brothers for their lovely gift. We meet in K. of P. Hall on the first and third Thursdays at 2 p. m., and will be pleased to see visiting Sisters at any time.

Sioux City, Ia.

MRS. H. C. FRANCK.



Mutual Benefit and Fraternal Insurance—Constitutional Change—Discretionary Power.

1. Where the constitution of a beneficiary order was changed so as to transfer members from the first and second classes, to a fourth class, and a member having done everything required to effectuate a transfer, and being in all things entitled, it does not rest in the discretion of the examiner-in-chief, or the board of control, to refuse to transfer him.

2. The constitution and laws of such an association are elements of the contract of insurance, and measure and determine a member's duties, liabilities, and also his rights, and cannot be arbitrarily deprived of the right of transfer, because it is a contract and beneficial right.

3. Where, by right, an application for transfer should have been approved and transfer made, but was not, equity will regard that as done, which in good conscience, ought to be done.

4. A member's failure to bear a share of the burdens after final rejection of transfer, being solely due to the wrongful conduct of the examiner-in-chief and the board of control, can in no manner be ascribed to delinquency on his part.

5. A member having fully complied with the requirements cannot be deemed to have acquiesced in his rejection and equitable rights merely because he did not invoke mandate proceedings during his life to compel the association to transfer him to the fourth class.

Sourwine, et. al., vs. K. of P. of the World, Ind. S. C., April 25, 1895.

Note: This applicant was too old to be transferred to the fourth class, but the court holds that a society cannot so change its constitution as to discriminate against its old members. The fourth class paid a good benefit, when the first and second had become so depleted as to pay a very small benefit.

Disappearance of Insurer—Presumption of Death.

Where a member of an insurance association, a married man, disappeared and is not heard from for seven years, and when last heard from was in

good health and showed no intention of returning, but assumed to be an unmarried man, there is no presumption of his death within two years of his disappearance so as to render valid a certificate of insurance, or support a claim thereunder, where it appears that the contract became void two years after his disappearance because of non-payment of assessment.

Sneed vs. Grand Lodge, etc., I. O. U. W., Iowa S. C., Mar. 12, 1895.

Beneficiary—A Step-Daughter May Be.

Where the charter of an insurance association provides that its purpose is to assist and give pecuniary aid to the widows and "orphans" of deceased members, and its constitution provides that a member may designate to whom benefits shall be paid in case of his death, a member may designate as his beneficiary, though not dependent upon him, a daughter of his wife by a former husband.

Renner, et. al., vs. Benefit Society, Wis. S. C., March 12, 1895.

Mutual Accident Insurance—Intoxication—Voluntary Exposure.

1. Where the body of the insured member was found under a railroad bridge, face downward, having evidently fallen from the bridge. *Held*, that, when intoxication is a defense, and there is a conflict in the testimony, the question is for the jury.

2. When a certificate does not cover death caused "directly or indirectly, wholly or in part, by voluntary exposure to unnecessary danger," the burden of proof is on the company to show such exposure.

3. Where, on a dark night, deceased, in his right mind, attempted to walk across a railroad trestle where there was no railing, and nothing to walk on but ties ten inches apart, he voluntarily exposed himself to unnecessary danger and thereby violated a provision of his contract to the extent to defeat a recovery on the certificate.

Tollis vs. U. S. Mut. Acc. Ins. Co., Iowa S. C., April 6, 1895.

Reformation of Policy—Evidence—Circular—Agency.

In an action to reform a policy of accident insurance so as to conform with the contract made with the agent so that in case of the loss of one foot the insurer would pay one-third of the principal sum, but was defended on the ground that its agents were forbidden to write policies of that character in favor of persons already crippled, when the policy was written. *Held*, (1) that a circular issued by authority of the association and brought to the notice of the insured, was admissible in evidence, as advertising that the insured wrote policies paying one-third for the loss of a foot, and stated no restrictions as to persons in whose favor such policies should be written.

(2) That the insured having so held out its agent as authorized to write the policy, it is estopped from now denying his authority to write a policy for a cripple.

Frank vs. Pacific Mut. Ins. and Acc. Ass'n., Calif. S. C., March 5, 1895.

Personal and Bodily Examination—Dissection—Disease.

1. A provision in a certificate of mutual accident insurance that the medical adviser of the association shall be permitted to examine the person or body of the insured in respect to any alleged injury or cause of death when and as often as he requires on behalf of the association, and in case of any *post mortem* examination by, or on the part of the insured's representatives or beneficiaries, the association shall be given a right to scrutinize and inspect the body while it is unburied, does not authorize an exhumation or dissection of the body against wishes of the surviving relatives.

2. The fact that the certificate provides that the insurance shall not cover accidental injuries or death resulting from or caused, directly or indirectly, wholly or in part, by disease, does not give the association the right to dissect the body in expectation of finding some trace of disease which might exempt it under such provisions from payment of the loss.

Whehe vs. U. S. Mut. Acc. Assn. of N. Y., N. Y. S. C., April 5, 1895.

Negligence of Insured—"Railroad Bed."

1. No recovery can be had on a certificate of accident insurance conditioned that the insured shall use due care, where plaintiff sat down on the end of a railroad tie, dangerously near a side track, and accidentally fell asleep, and has his arm crushed by a train

2. The word "railroad bed" in an accident insurance certificate, providing that it shall not

cover injuries in consequence of insured's "walking or being on the roadbed of any railway" does not include the ends of ties of unusual length, extending to a point where persons standing or sitting would be beyond the reach of passing trains.

Standard, etc., Mut. Acc. Assn. vs. Langston, Ark. S. C., April 6, 1895.

Note—This cause was reversed and a new trial ordered on the ground of an erroneous instruction covered by the second proposition concerning the "roadbed."

Railway Service—Carrier and Passenger—Contributory Negligence.

In a recent action to recover for an injury to a passenger, Caldwell, J., of the circuit court, St. Louis, held, that it is now well settled that a passenger on a railroad train who is injured by negligence of the company is not debarred from a right to a recovery because he was, at the time he received the injury, negligently riding on the platform of the car, or in some other exposed or dangerous position, if such action on his part did not contribute in any degree to the accident or injury. It is not contributory negligence in a sense that would preclude recovery, because it is no manner or degree contributed to the injury, and is, therefore, wanting in the elements of proximate cause essential to constitute contributory negligence that will bar a recovery.

White, Admr. vs. Kansas and Arkansas Valley Ry. Co., U. S. C. C., April 3, 1895.

Assumption of Risk—Car Inspector.

Where plaintiff went into defendant's employ as car inspector, after stating that he would not unless furnished with a proper signal to protect him while under the cars, on the promise that the signal should be furnished, but before it arrived he was injured by the backing of a train against a car under which he was working, the company is not liable, plaintiff having assumed the risk.

Marean vs. N. Y. S. & W. Ry. Co., Penna. S. C., April 1, 1895.

Master and Servant—Disregarded Rules.

1. The attempt of a brakeman to couple cars in a manner prohibited by the rules, will not bar recovery where they were generally disregarded with the knowledge of the officers.

2. Where a brakeman, under orders, attempted to couple cars, knowing that there was danger of collision unless the coupling was made, his knowledge of defects in the pilot bar does not bar recovery for injury sustained.

Strong vs. Iowa Cent. Ry. Co., Iowa S. C., April 3d, 1895.



The Des Moines *Daily News* has become a penny paper, and is much improved. It is just the thing for every farmer, and it gives all the news and the markets. Price \$2.00 a year; \$1.00 for six months; 50 cents for three months, strictly in advance.

Every club woman will want the June *Midland Monthly*. (Des Moines, Iowa.) It has over fifty portraits of prominent club women, also two club articles, one descriptive of Wisconsin's Women's Clubs and the other describing the Iowa Federation at Cedar Rapids. Other features are equally strong. Two of its stories, "Belle's Roses," by E. Hough, of *Forest and Stream*, and "On the Island," a Mississippi river tale, by William Schuyler, of St. Louis, are strikingly realistic. The *Midland's* third volume closes with abundant promise.

Prof. Frank Parsons, lecturer in the Boston University Law School, has made a statistical study of the question of lighting cities by electricity which is worth a good deal more than the cost of the June *Arena* in which it appears. Taking the returns of the city engineers and the census, Prof. Parsons finds the most extraordinary comparisons in the cost of lighting. The comparative cost of lighting in cities, all within a short distance of each other in the same state, is extraordinary and instructive. It shows that what governs the cost of electric lighting is a law higher than any known to economics—the law of pickings and stealings, as interpreted by our political bosses.

Perhaps the most difficult side of one's nature to provide for adequately is the social side. It is easy enough to make a hermit of one's self and go nowhere; and it is easy enough to let one's self be sucked into the vortex of endless social recreation until one's sensations become akin to those of a highly varnished humming-top. I am not quite sure which is the worse; but I am inclined to believe that the hermit, especially if self-righteous, is more detestable in that he is less altruistic. Every man and woman who seeks to play an intelligent part in the world ought to manage to dine

out and attend other social functions every now and then, even if it be necessary to bid for invitations.—Robert Grant in the June *Scribner*.

William Dean Howells gives his experiences with the begging fraternity in two papers written for *The Century*, the first of which appears in the June number. He says: "Here is a man whispering to you in the dark that he has not had anything to eat all day, and does not know where to sleep. Shall you give him a dollar to get him a good supper and a decent lodging? Certainly not: you shall give him a dime, and trust that some one else will give him another; or if you have some charity tickets about you, then you give him one of them, and go away feeling that you have at once befriended and outwitted him; for the supposition is that he is a fraud, and has been trying to work you."

Alix stands fifteen hands high and weighs 950 pounds. She has an exceedingly bloodlike look, and her head, neck and shoulders are perfect. She is wide across the forehead, with a beautiful, beaming, intelligent eye. Her great peculiarity is that she is not fond of the opposite sex. She is exceedingly fond of the ladies, and a bonnet, with a goodlooking face underneath it, has only got to appear at her stall, when she will immediately go to meet the visitor. She is a model traveler, and as soon as she gets into her car, lays down and has no fear. As a campaigner she is fearless, resolute and game, and is, in every respect, the beau ideal, the dream and the realization of the perfect American trotter.—"Trotting and Pacing Champions."—*Outing* for June.

In my estimation, the pursuit of the mountain sheep is the highest type of hunting our continent affords. To "collect" an old ram requires good lungs, good legs, good judgment, and good shooting. In the doing of it you are bound to rise in the world, to expand mentally, morally and physically, and to come under the spell that nature always lays upon the hunter who once sets foot upon her crags and peaks. I regret the disap-

pearance of the mountain sheep even more than the passing of the buffalo and elk, for it is an animal of finer mold and stronger and more interesting character every way. It is much more alert than the mountain goat, and therefore more difficult to shoot—so say the men who have hunted both.—W. T. Hornaday in June *St. Nicholas*.

In comparing the conditions under which the people of the two continents bathe, it is impossible to speak in a general way of the custom at the various resorts with perfect exactness, because each differs enough from its fellows to give it a distinct individuality of its own. Beginning at the upper resorts along the coast line of Europe we find at Scheveningen the quaint wind chair, which consists of wickerwork made in the shape of a huge peanut shell hollowed out on one side. As a result the beach, covered with these chairs, presents an appearance which is characteristic of this place alone. The bath house here has a ventilated space around its top which gives a freshness to the air in its interior, which is woefully lacking in other bathing machines. The surf and beach, too, at this Dutch resort are excellent, making it a first-class bathing place. At many other resorts there are similar distinctive sights; thus near the beach at Saint Malo is a remarkable rolling bridge, which at high tide seems to move through the water in a most mysterious manner, but at low water it gives up its secret, for the track upon which it rolls is visible. This is a characteristic sight of Saint Malo alone.—*Cosmopolitan* for June.

When one speaks soberly and truthfully, and with the knowledge which justifies the making of comparisons, he must admit that England and the British empire belong to the forces which are doing most for the best progress of the world. He may object sharply to many things in detail; but British civilization and British policy as a whole he can but hold in just respect and great admiration. It is therefore the more important that good will, good understanding and a growing habit of co-operation should be maintained between the two great English-speaking nations; and it seems to us that such relations are at least quite as desirable for England as they are for the United States. This being the case, England might easily afford to give up a policy in the western hemisphere which calls forth such pronouncements as Governor Budd's of last month, and which tends so seriously to impair the friendliness of the

masses of plain people throughout the United States. It seems to us that in matter affecting Hawaii and the Bering seals, as well as in dealing with Central and South American republics, England might well and safely harmonize her policy with ours.—From "*The Progress of the World*" *Review of Reviews* for June.

The fact that there are people who are constitutional grumblers, who seem to find something wrong with everything and everybody, and whose only enjoyment appears to be derived from a constant effort to induce others to become as skeptical and illiberal as themselves, is one of the conditions that must be contended with in every organized effort. In our opinion, no panacea can be prescribed for this disease (for it is a disease) that will ever effect a cure, unless the patient will turn that search light he presumes to hold on the character and conduct of others, and look as faithfully into his own life, and discover for himself how exceedingly great the disparity between his own acts and the demand his morbid mind has made upon others, and no cure can be effected until each patient afflicted is willing to become his own physician and to diagnose his own case.—*Locomotive Engineers' Journal*.

Archibald Forbes, the well-known English war correspondent, describes from personal observation, in the June number of *McClure's Magazine*, the meetings of Napoleon III. with King William of Prussia and Prince Bismarck, the day after the battle of Sedan, when Napoleon put himself at their mercy in order to solicit for his army better terms of surrender than the Prussians were proposing. Pictures of these meetings, and of scenes connected with them, several from famous paintings, accompany the article.

No. 4 of the *Outing Library* is at hand and proves to be fully equal to the other most admirable publications by that company in this series. The number takes its name from the initial story, Antaeus, a cleverly written and highly imaginative sketch in which a steam roller plays the part of hero, and leads the narrator through various interesting adventures to a happy culmination. The other sketches making up the number are fully equal to this in merit and interest, and together they form a volume well worth reading. Address The Outing Publishing Co., 239-241, 5th ave., N. Y. Price, 25 cents.

MENTIONS

Bro. W. J. Stump, of Division 137, will learn of something to his advantage by corresponding with his Secretary, Bro. Geo. L. Hay.

Bro. T. M. Rhoads, of Division 182, wishes to return his grateful thanks to the members of Division 310. for their many kindnesses to him while sick at Mobile recently.

The drawing for the "Goran benefit" took place under the auspices of Division 40, on May 5th, last, and ticket No. 1171, held by Bro. R. W. Humphrey of Division 117, drew the house and lot.

Bro. F. A. Birdsall, Secretary and Treasurer of Division 182, would be pleased to learn the present address of Bros. J. M. Jones and D. Carver. When last heard from Bro. Jones was in Denison, Texas, and Bro. Carver was in Lexington Junction, Mo.

Bro. J. W. Porterfield, of Stonewall Jackson Division 210, has been elected Treasurer for the city of Radford, Va. Bro. Porterfield has been for a number of years yardmaster at Radford, and has a host of friends who will be pleased to learn of his good fortune.

The different organizations among boot and shoe workers have been united into one—"The Boot and Shoe Workers' Union." This action augurs good to the workers and the cause of organized labor. John F. Tobin, Rochester, N. Y., is President, and H. M. Eaton, Boston, Mass., Secretary.

While at Atlanta attending the Grand Division Bro J. T. Compton had the misfortune to lose a package containing some sixty cards given him by the delegates. Among the names to be found in the package are those of Bros. Baker, Doan, Hilley, Cruelly, Riding, Cavanaugh, McKee and

others. Anyone finding the same will confer a favor by forwarding to Bro. Compton at Martinsburg, W. Va.

Bro. M. Clancy, the newly elected Grand Secretary, assumed the duties of his office on the 11th, and in order to prevent mistakes and confusion in the postoffice all mail intended for the Grand Secretary's office should be addressed to Bro. Clancy or to the Order of Railway Conductors.

The south is attracting much attention, but it is doubly true that the public ear and eye are fixed on Georgia at present, with an intensity emphasized by the coming Atlanta International Exposition, and the unparalleled success of Central Georgia as the "Paradise of the Peach." The Queen of the Harvest smiles, and her hand-maidens joyously bear the burden of an over-luxuriant crop. Miles and miles and acres and acres blush with the roseate hue of the girl-faced peach where once King Cotton held exclusive domain.

We are under obligations to the Grand Officers of the B. of R. T. for a copy of the "Souvenir" issued by them during the recent session of their convention at Galesburg. It contains a brief but very complete history of their organization, with pictures of the Grand Officers, employes holding responsible positions, and of the new Brotherhood Home. It is a model, both editorially and mechanically, and reflects great credit upon all who were concerned in its production.

On the 28th, ult., Judge Holmes, of the Massachusetts supreme court, handed down a decision in the case of F. O. Vegelohn vs. George N. Gunther and Upholsterers' Union No. 5, which will be found of interest by all organized labor. In it he upholds the right of workmen, in case of a strike, to use all lawful and peaceful means to persuade others from taking their places. This is all that can be asked by any fair-minded man. No

real friend of labor ever has or ever will advocate the use of violence or of any unlawful means in the settlement of difficulties. Sentiment in favor of peaceable settlement of all differences, and against resort to force of all kinds, save in the most extreme cases, has been steadily growing for years, and may now be regarded as the fixed policy of all the better and stronger organizations. All that is asked is for the term "unlawful" to be defined according to the dictates of common justice, and not as may be demanded by the opponents of labor. Let the opposing forces be placed upon an absolute equality before the law, let the rights of each be guarded with the same zealous care, and the wrongs of each be put down by the same strong hand, and organized labor will go fearlessly forward, confident that the near future will see it justified and its members receiving the full share of the product of their toil.

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One J. H. Gilbert, a suspended member of Division 180, is posing as a member of that Division and exhibiting something in the form of receipts purporting to come from the Secretary of that Division. In the early part of this month he was in Denver. The Secretary of 180 advises that he and his credentials are frauds, and that he is wanted in several places for forgery. If he has a Division card for this year, he has no right to it.

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The Pan American Congress of Religion and Education, Rev. Samuel G. Smith, D. D., of St. Paul, Minn., President, will be held at Toronto, Canada, July 18th to 25th, next. This body will be composed of representatives from every country province and state in North and South America, including Protestants, Roman Catholics and Hebrews. The great moral and social questions of the day will be brought up for discussion, and many of the highest dignitaries of church and state, and many philanthropists of world-wide reputation, have promised to be present and participate. The work of the congress has been divided into sections as follows: Authors, editors and publishers; education, including colleges and church schools; philanthropics, hospitals, asylums, homes, reformatories, etc.; woman's work, temperance rescue work, etc.; denominational section; young people's societies and Sunday schools, kindergartens, missionaries, etc. It will undoubtedly prove a memorable event in the social and religious progress of the continent, and all who are interested in this work should make it a point to be present. For full particulars address S. Sherin, Secretary, Rossin House, Toronto, Canada.

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During the time that our Grand Division was in

session at Atlanta the Grand bodies of the Trainmen and Telegraphers were convened, the former at Galesburg, Ill., and the latter at St. Louis, Mo. We are not in a position to give any of the particulars of the action taken by the trainmen, as but little of it was made public, but their election resulted in the selection of the following officers: P. H. Morrissey, Grand Master; W. G. Lee, Kansas City, Mo., 1st Vice-Grand Master; T. R. Dodge, Downers Grove, Ill., 2d Vice-Grand Master; Val Fitzpatrick, Columbus, Ohio, 3d Vice-Grand Master; W. A. Sheahan, Grand Secretary and Treasury; D. L. Cease, Editor.

The new officers will take charge of affairs August 1st, next. In speaking of the new Grand Master, the Galesburg Daily Mail says: "P. H. Morrissey, the new Grand Master of the Brotherhood, is very popular among its members in all parts of the United States and Canada. His choice by the delegates will undoubtedly please the lodges who sent them here as their representatives. Mr. Morrissey has been connected with the Brotherhood since 1885. He was a charter member of lodge No. 62, and has been first Vice Grand of the organization since 1889. For many years he has been a resident of Galesburg, and although he has taken no part in local politics he has been an influential citizen. He is a Galesburg man; he married a Galesburg girl, and the citizens of Galesburg take great pride in his official honors."

Among other changes in their law the Telegraphers arranged for three systems of organization, system divisions, local divisions, and grand division. The sessions of their grand body will be biennial in future instead of annual; railroad line-men of one year's experience were made eligible to full membership; the Grand Division declared in favor of admitting to the Federation all national class organizations of railway employes who are worthy, and it also made strong declaration in favor of arbitration. The office of Editor was abolished and the duties of that position added to those of the Grand Secretary and Treasurer, while the official organ was changed from semi-monthly to weekly. The question of selecting a permanent home for the general offices was left to the Grand Executive Committee, and the next session of the Grand Division will be held in Washington, D. C., unless the headquarters are changed, and the committee in question deem it best to hold the first meeting at the new home. The officers chosen to serve during the ensuing term are: W. V. Powell, Grand Chief; M. M. Dolphin, 1st Assistant Grand Chief; T. M. Pierson, 2d Assistant Grand Chief; J. R. T. Auston, Grand Secretary and Treasurer and Editor, all of Vinton, Ia.

Executive Committee: L. A. Tanquary, Buttes, Colo., chairman; Chas. Daniel, Atlanta, Ga., Secretary; J. B. Tinnan, Baltimore, Md.; W. White, London, Ont., and A. L. Taylor, Leavittsburg, Ohio.

Both of these gatherings were well attended and by thoroughly representative men, who gave every matter brought before them thoughtful consideration, and their action can hardly fail to bring permanent good to their orders. The officers chosen by both are not only ardent friends of the cause of labor, but are able men and wise counselors, under whose direction a measure of success will doubtless be attained in the future which the past has not known.

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The Home for Aged and Disabled Railway Employes acknowledges receipt of the following donations for the month of May:

O. R. C. DIVISIONS.

368.....	\$ 3.00
169.....	1.00
109.....	2.00
200.....	10.00
201.....	2.00
192.....	5.00
44.....	5.00
249.....	6.00
65.....	3.00
Total.....	\$37.00
B. L. E.....	\$ 63.50
B. L. F.....	50.00
L. A. to O. R. C.....	1.20
L. A. to B. R. T.....	2.00
G. I. A.....	2.50
Chain Letter.....	2.00
B. R. T.....	101.33
Total.....	\$259.53

* *

Bro. Daniels requests the publication of the following:

CEDAR RAPIDS, IOWA, JUNE 10, 1895.

BROTHERS: In retiring from the official position with which I have been honored for the past seventeen years, I feel that I would not be doing justice if I failed to express to you my sincere thanks for the hearty co-operation and the fraternal support that I have so universally received. I wish that it was possible for me to take you one and all by the hand, and in saying "farewell" extend to you my sincere and heartfelt wish for the prosperity and happiness of yourselves and those you hold dear, and to the many Brothers with whom I have been in close relationship, I add a special word of thanks. Though many of you I have never met, yet I feel a personal acquaintance with all, and now, that our paths diverge and the pleasant relations of the past are severed, I trust

your memories of me may be as pleasant as mine are of you. I shall always be glad to hear from you, and thus, in a slight degree, maintain our acquaintance.

For my successor, Brother Clancy, I ask the same kindly consideration that has always been so freely and fully extended to me. Let us each and all give him such support and assistance, should it be necessary, as will make his administration of the affairs of the office a certain success, and by aiding him, as far as possible, to avoid the errors and failings of the past, you will be doing me a personal favor that will be a source of gratification to me, and of benefit to the organization.

My connection with the Order has been a labor of love, as well during late years as when earlier in our history it was necessarily so, and that love for the organization and for the Brothers who have aided me, has grown with added years and the growth of the organization. That my work has been one "of many shortcomings" I have never attempted to deny, for I think no one realizes it better than myself, but I sincerely trust that I have not entirely "outlived my usefulness" as an humble member, and tomorrow, when I lay down the cares and responsibilities of my trust, it will be with mingled feelings of regret and relief; but there will also be a feeling of pride, that after being given the fullest opportunity and the widest latitude, those who have circulated charges against my integrity, utterly failed to present the slightest evidence of neglect or wrong doing of any kind. After more than three million of dollars of your money has passed through my hands, without reason for complaint, may I ask that those to whom this request may come, will, when opportunity offers, place the facts before other members and the public.

May the Giver of all earthly good protect you and yours, and your paths be those of pleasantness and peace.

Sincerely yours in P. F.,
WM. P. DANIELS.

* *

Bro. C. N. Knowlton, of Division 53, who is well known to every member who attends the Grand Division meetings, had not reached his home on his return from the meeting at Atlanta, until he was advised of the sudden death of his aged father at Liberty, Ind. He was obliged to immediately return to that place to perform the sad duty of interring the remains. No member of the Grand Division has a happier faculty of making friends than has Bro. Knowlton, and he will have in this trial the sympathy of every one of those friends.

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The only unpleasant thing in connection with the trip to Florida, following the Grand Division meeting, was the fact that Bro. W. J. Durbin and wife were left at Jacksonville on account of the illness of Mrs. Durbin. The indisposition proved quite serious, and at this writing they are still in Jacksonville. The many friends of both Bro. Durbin and his wife will be glad, however, to learn that she is now much better and expects to start for home in a day or so, and if no disappointment is encountered, by the time this is out will again be at home, and, it is to be hoped, in better health than ever.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, June 1, 1895; Expires July 31, 1895.

Assessment No. 296 is for death of C. E. Waterman, May 15, 1895.

Assessment No. 297 is for death of A. McBride, May 20, 1895.

BENEFITS PAID FROM APRIL 21 TO MAY 20, INCLUSIVE.

Ben. No.	NAME	Div.	Cert. No.	Series.	FOR	CAUSE.	AMT.
840	J. A. LeBuie	139	2145	A	Death	Pneumonia	\$1,000
841	C. L. Erwin	369	4387	A	Death	Accident	1,000
842	J. G. Beggs	60	2485	C	Death	Apoplexy	3,000
843	C. M. N. Peterson		4057	C	Dis.	Loss of hand	3,000
844	C. T. Harris	205	2580	B	Death	Typhoid fever	2,000
845	J. W. Blair	201	4527	C	Dis.	Loss of hand	3,000
846	C. S. Shull	170	3652	C	Death	Consumption	3,000
847	R. J. Strauss	293	2698	A	Dis.	Loss of foot	1,000
848	Wm. Prettyleaf	187	2426	A	Death	Accident	1,000
849	Roe Hall	38	2	C	Death	Pneumonia	3,000

NUMBER OF MEMBERS ASSESSED.

Series A, 5,006; Series B, 2,805; Series C, 4,593; Series D, 367; Series E, 74. Amount of assessment No. 296, \$26,197; No. 297, \$26,233; total number of members, 12,845.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to April 30, 1895.....	\$1,940.895 40
Received on Expense Assessments to April 30, 1895.....	41,728 30
Received on Applications, etc., to April 30, 1895.....	30,110 46
	\$2,012,734 16
Total amount of benefits paid to April 30, 1895.....	\$1,905,867 00
Total amount of expenses paid to April 30, 1895.....	67,777 46
Insurance cash on hand April 30, 1895.....	39,088 70
	\$2,012,734 16

EXPENSES PAID DURING APRIL.

Postage, \$130.00; Incidental, \$15.85; Assessments returned, \$2. Salaries, \$359.17; Fees returned, \$9; Stationery and Printing, \$49.75. Legal, \$115 00; Total, \$680.77.

The above amounts were paid out during the month, but items of postage, printing, legal, etc. often cover supplies and work for more than one month and sometimes several months.

Received on Assessment No. 293 to May 20,.....	\$24,803 00
Received on Assessment No. 294 to May 20,.....	12,252 50
Received on Assessment No. 295 to May 20,.....	3,715 00
Received on Assessment No. 296 to May 20,.....	1,147 00
Received on Assessment No. 297 to May 20,.....	1,089 00

M. CLANCY, Secretary.



Sears.

The ranks of Toledo Division No. 26, have been broken by the death of Brother W. S. Sears. Deceased was highly esteemed wherever known and his loss was an especially heavy blow to those who had been associated with him in the Order. At a meeting of the Division held on the 9th inst. resolutions were passed expressing the sorrow of the members and conveying their condolences to the bereaved family.

Bird.

Nannie B., the beloved wife of Brother John Bird, died at her home, No. 1221 Lexington street, Louisville, Ky., May 7, last, at the age of 34 years. The sympathy of the entire Order is extended to Brother Bird and his six motherless children, three sons and three daughters, in their hour of supreme sorrow. The interment took place in Cave Hill Cemetery. Appropriate resolutions were adopted by Division 89 expressing the high esteem in which deceased had been held by the members.

Corrigan.

At an emergency meeting of Division No. 366 resolutions were adopted expressing the sympathy of the members with Brothers D. M. and John Corrigan in the death of their brother, Frank H. He was a prominent member of the B. L. F. and was held in the highest esteem by all. The Divisions of B. L. E., B. L. F., O. R. C. and B. R. T. attended the funeral to show the last mark of respect to the departed Brother.

Kensinger.

Brother John S. Kensinger, of Division 3, died at the family home, 1009 South Thirteenth street, St. Louis, Mo., March 9, last, of heart disease. Deceased was a loyal member of the Order and a true friend whose death will bring sorrow to many outside the more immediate relatives and friends. The funeral was held on the Tuesday following his death and was largely attended, especially by the members of the Order and of the K. of P. and the A. O. U. W., in both of which he held membership.

Ring.

Brother James Ring, of Division 40, met with death while in the performance of his duty at Hawthorne, Wis., on the 17th ult. Deceased had been in the employ of the Omaha road as a conductor for a number of years and was one of its most trusted employees. His unflinching regard for the welfare of the Order and kindness toward all who were bound to him by fraternal ties made him a valued member. In addition his courteous bearing and the many manly traits of his character won for him many friends who will join with his Brothers in sincerely mourning his untimely death.

Newton.

Emmet Gould, the son of Brother J. H. Newton, of Division 302, died on the 29th ult., after suffering ten days from lockjaw. Deceased was 14 years of age and the pride of his parents' life, both of them being prostrated by his sad death.

Dormer.

Maggie, beloved wife of Brother Thomas Dormer, died at the home in Cumberland, Md., April 24, last. Sister Dormer was a faithful member of Division 46 of the Auxiliary, a model wife and mother, and a true Christian woman, whose death must bring a profound sorrow to all who knew her. Resolutions expressing sympathy with the bereaved ones were adopted by her Division at a subsequent meeting.

Compton.

Again Division 175 has been called upon to consign to mother earth all that was mortal of a much loved member. Brother George W. Compton was murdered by a tramp at Bremond, Texas, on the night of May 14, last. He was beloved by all who knew him. Noble, generous and brave, he loved mankind and was always ready to aid his Brothers and suffering humanity to the extreme limit of his means. His heart was always open to the needy. He was never afraid to do right, but shrank from the semblance of wrong. All must deeply mourn his tragic death and mingle their sorrow with that of his devoted wife

OBITUARY.

and littleones. Peace to his ashes. May he awaken in a brighter world.

Alexander.

At a recent meeting of Division 243 resolutions were adopted expressing the sympathy of the members with Brother and Mrs. A. H. Alexander in the death of Guy, their eldest son.

Russell.

The members of Ideal Division No. 39, Jackson, Tenn., mourn the death of Sister Russell, wife of Brother David Russell, which occurred March 16, last. Deceased was a worthy member of the Auxiliary, a kind, loving mother, an upright and respected christian woman. The fatal illness was brief. Her death will be mourned by a wide circle of friends, all of whom will feel a keen sympathy for the bereaved family.

Watkins.

Brother T. B. Watkins, of Division 304, died at Aberdeen, Miss., on the 22d of last April. Deceased was one of the oldest and truest members of his Division, and some measure of the sorrow felt by the Brothers at his death was expressed in the resolutions

conveying their condolences to the family. In speaking of his death the Canton, Miss., Daily Picket said: "Captain Tom Watkins was one of the best known and most popular railroad conductors in the state—a man of noble impulses, true to every sense of duty, courteous to all and a worshipper of home and family. We knew him well—loved his genial nature and warm handclasp. No wonder, then, that our heart is saddened by the announcement of his death. May the dews of heaven soften, and the sod gently rest upon, the grave of Capt. Tom Watkins."

Dailey.

Brother D. O. Dailey, of Division 336, departed this life on April 8, last, at St. Mary's hospital in Duluth, Minn. He had been in poor health all winter, but postponed seeking the relief it was thought a warmer climate would afford until it was too late. The remains were taken in charge by the Brothers and the K. of P., deceased having been an honored member of both organizations, and forwarded to the family home at Bradford, Pa., under escort of Bro. Matt Steims. A widowed mother and three brothers are left to mourn his loss and to them will be extended the sympathy of the entire Order.



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CONTRIBUTED.

JUSTICE.

BY W. P. BORLAND

The conclusion of Mr. Strader's admirable historical review is rather disappointing. He brings out the fact in strong light that government has always been used as an instrument for the exaltation of whatever particular class has, for the moment, obtained control of its administration, but his final conclusion is merely a truism. That it is the function of government to administer exact justice, is one of those self evident truths which no person attempts to deny; men agree on this just as they agree on the proposition that two plus two equal four, or that the whole is greater than a part. It is doubtful if government has ever been conceived in any other sense than this. There is no dispute about the function of government, but there is, and always has been, considerable dispute as to the nature of justice. If George M. Pullman were to be interrogated he would undoubtedly agree with Eugene V. Debs, that it is the function of government to administer exact justice, but we cannot suppose that he would agree with Debs as to the means and measures which government ought to employ to properly discharge its function, because Mr. Pullman's conceptions of justice are far different from those of Mr. Debs. For instance, Pullman probably considers the recent supreme court decision consigning Debs to jail as an entirely justifiable proceeding on the part of government, while Debs cannot but regard it as the essence of injustice. They occupy different points of view. That is all. And these men are but types of the antagonism

which has agitated humanity more or less for long centuries over the idea of justice.

For thousands of years have men been seeking a definition of justice which all could accept, and they have not yet found it. The legists and philosophers in all ages have written, and are still writing, of nothing but justice, of the principle of right; justice is the central star around which all human institutions revolve, the sun which vivifies all the conventions of men; no law is enacted, no enactment repealed except in the name of justice; the church, the state, the law, the government, the soldier, the policeman, the judge, the court, the prison, the scaffold upon which society murders the wretched felon she has condemned to death,—all these exist in the name of justice, all these are evidences of men's efforts to realize justice, to establish a principle of right; and yet,—what is justice? Upon the answer to this question men cannot agree. If we say, with the Utilitarians, that justice consists in giving to every man his own, or what he is entitled to, there is nothing determined; for the meaning is to give to each what law and custom have declared to be a man's own, and, even on the basis of utilitarianism, this may be the height of injustice. It is just this that is creating unrest, and producing the conflicting ideas of justice today.

It is a far cry from Aristotle to Thomas Jefferson, yet humanity has honored them both, and they both wrote of justice. Aristotle said:

"Nature creates some men for liberty and

others for slavery. It is useful and just that the slave should obey. There are in the human race individuals as inferior to others as the body is to the soul, or as the beast is to the man. These are the beings suitable for the labors of the body alone, and incapable of doing anything more perfect. These individuals are destined by nature to slavery because there is nothing better for them than to obey. The science of the master reduces itself to knowing how to make use of his slave. He is the master, not because he is the owner of the man, but because he makes use of his property."

And it was upon this Aristotlean idea of justice that the ancient governments were founded. Justice existed only for the masters; the slaves were mere property. But the science of the master has not advanced a step since the days of Aristotle, although the notion of justice has been considerably extended since then. Justice is a much more comprehensive term than it was in the days of Aristotle, but the science of the master still "reduces itself to knowing how to make use of his s——. * * * Property!"

With the introduction of christianity the notion of justice broadened out; under the influence of the teachings of the lowly Nazarene, men began to entertain new conceptions of the nature of justice. Justice then began to exist for the slave as well as the master; the slave began to be regarded not merely as a piece of property to be dealt with as a horse or an ox, but as a human being having a soul worth saving. Religion threw her protecting arm around the slave and demanded justice for him; justice only of a qualified sort, it is true, not complete justice, such as was conceded to the master, but still justice. The slave was no longer entirely outside the pale. As soon as it was recognized that there was a sort of justice for him the seed was planted, and the tree was destined to grow. This bringing the slave within the pale, although ever so little, was a great revolution in ideas; it was a revolution which surely started the slave upon his long and painful upward march towards full emancipation; he then began his toilsome and heart wearying ascent of the hill, on the top of which he has many times since then thought he saw the light shining. The elusive nature of the substance of his dream he has not fully realized, and many times when he has thought to have grasped her, justice has withered in his hand. He has always mistaken her countenance. He has been taught to worship her as a blind goddess, when in reality she is bright eyed, beautiful, and radiant with light. But this new status which christianity created for the slave, although it looks pitifully inadequate to us of the

present, was a grand thing for its day; it was the beginning of the French revolution, and of the war of American independence.

Nineteen centuries ago Jesus Christ gave the world a rule of justice: "Do unto others that which you would that others should do unto you; do not unto others that which you would not that others should do unto you"—and all through these centuries the christian church has taught men that this is a divine revelation, a golden rule of justice. And yet the church vies with the philosophers in disputing about justice, finds it impossible to determine its nature, cannot define it. Why? Because the christian rule simply tells men their duty without giving them the faintest idea as to what their right is. What has man a right to wish that others should do unto him? How can a man properly perform his duty of doing unto others as he would wish to be done by unless he knows to a certainty that the thing he would wish others to do is the right thing? Before a man can properly perform his duty he must know his right. Christ left the rights of man undetermined, and throughout all the centuries of its existence the church has continued to restrict itself to the narrow sphere of duty, while leaving right in the vague and unsettled condition in which she found it at the beginning of the Christian era. She still confines her labors to teaching men their duty without teaching them their right. Of what use is it? What is the use of telling man his duty without giving him a clear and unmistakable definition of his right?

It is no sacrilege to say that Thomas Jefferson completed the work began by Jesus Christ with respect to justice. He formulated man's right and took the first step toward having it incorporated into a governmental code. Christ told men their duty, but when the immortal Jefferson penned the words, "All men are created free and equal * * * endowed with certain inalienable rights, among which are life, liberty, and the pursuit of happiness,"—when he penned these words Jefferson, at last, told men their right. Man has a right to his life. He has a right to be free. He has a right to be happy in his own way, so long as he obeys Christ's rule of duty and permits all others a like freedom. In short, he has the right to wish that others should respect his life, his liberty, and his happiness; and his duty is to respect the life, the liberty, and the happiness of others. We need no more absolute rule of justice than this. Christ defined our duty; eighteen centuries later Jefferson defined our right; why do we still dispute about justice? Why? Because in this freest government on earth we have codified a contradiction. We swear by the philos-

ophy of Jefferson and still worship the philosophy of Aristotle. We declared government to be for the protection of life, liberty, and happiness; and then we organized a government for the protection of life, liberty, and property. We called this a new theory of government. It was nothing of the sort. In the days of Aristotle governments were instituted for the protection of property, and the essential nature of property is today what it was in the beginning. It has not changed. It is the negation of justice, as justice is conceived at the present day. Government is instituted for the protection of life, liberty, and property. That is, it is instituted for the purpose of performing an impossibility. The last term in the equation cancels the other two. Government cannot protect life, liberty, and property at the same time. If it protects life and liberty it cannot protect property. If it protects property it cannot protect life and liberty. Men complain that government here in America has become perverted; they say that we have departed from the traditions of our fathers, and have failed to carry out the principles on which our government was founded. This is a vain delusion. Our government has not become perverted; it was perverted in the beginning. There is nothing anomalous in our present situation; it is the perfectly legitimate result of our original theory. Since government started out with the idea of protecting property, it could never have evolved into anything other than it is. The nature of property is to consolidate itself into fewer and fewer hands, proportionately to the whole number of persons in a community; its nature is to create a proprietary class and a non-proprietary class, the latter bearing a constantly increasing numerical ratio to the former, as compared with the whole population; and since a government which is established for the protection of property is naturally a government of proprietors, such a government must necessarily evolve into a class government. It must evolve into a government where the interests of the few are opposed to the interests of the many, and as long as it holds to its traditions the few will control; government will be administered in the interests of the few; it cannot be otherwise. The many may truly say that they are oppressed, that conditions are unjust for them, that government is not affording them adequate protection for their liberty and their lives, and thus fails of its purpose. But, know ye, that government is affording them all the protection for their lives and their liberties it is capable of giving them! Know that government is as just as it can be! Here is where the antagonism exhibits itself; here is where the irreconcilable nature of the two

ideas of justice, the one involved in the two leading terms of the equation, and the other in its final term, conflict. The proprietors' notion of justice is intimately associated with the idea of property, that of the non-proprietor with the idea of life and liberty. The function of government involved in the idea, "protection to property," becomes the essence of justice, the first duty of government in the eye of the proprietor. That function involved in the idea, "protection to life and liberty," becomes the essence of justice, the first duty of government in the eye of the non-proprietor. And there you have it. Exact justice cannot spring from such a condition. Plums do not grow on thistles. But the non-proprietor is utterly blind to the cause of his troubles. He submits to the rule of the proprietor under the delusion that by some hocus pocus which he does not comprehend all men may be proprietors; he prates about justice and mouths over the formula, "life, liberty, and property," as though it had a real meaning for him, and without perceiving that it involves a contradiction. He does not understand the nature of property.

"What judgment shall I dread, doing no wrong?
The pound of flesh which I demand of him,
Is dearly bought, 'tis mine, and I will have it.
If you deny me, fie upon your law!
There is no force in the decrees of Venice."

That is the relation which property holds to the notion of justice. Justice becomes a mere matter of law, a question simply of legality in the eyes of the proprietor. If you deny me my right of property, there is no justice, "fie upon your law!" "I stand for judgment; answer,—shall I have it?" And what can the law, the government do but enter judgment? Since it is organized to protect the right of property? That is the social bond. That is codified justice. And what is the right of property? What does it involve?

Here is a vast stretch of fertile soil, virgin to the plow, awaiting the appearance of the husbandman. Here comes the first settler, animated by thoughts of freedom and happiness for himself, prospecting for a suitable patch of property. He stakes out, and settles upon the most fertile and desirable piece of land he can find, and begins the work of cultivation. Here is the beginning of a nation, founded upon the notion of property. Let us see what it develops naturally, without any artificial aid.

Soon other settlers come, all searching for property. They will naturally pitch their tents as near as possible to the first settler, partly because he has selected the most desirable tract of land, partly for the pleasure of his companionship and assistance in the heavy labors of cultivation. It is not good for man to be alone. Our first set-

tlar's piece of property becomes the center of cultivation. That of the later comers cluster around it, and spread out until they reach the margin. In the course of this movement the caprices of nature begin to operate. That especially fertile tract upon which the first settler camped is soon all taken up, and there is nothing for the new comers except land of the second quality, or land at the margin of cultivation. Division of labor will by this time have set in among the first settler and his neighbors, and a market will have been established for the exchange of the products of their divided industry. Naturally, it is not well to be too far away from this market, as it involves expense for the construction of roads and keeping them in repair, time consumed in going back and forth, horses and wagons for transporting goods, etc. This expense will be saved to the first settler at the center of cultivation and incurred by the new comer at the margin. Let us estimate the annual produce of the first settler's land at \$6,000, and the produce of the new comer's land at the margin of cultivation at \$3,000, assuming that the first settler and the new comer are equally industrious. Here is a clear advantage to the first settler of \$3,000 a year. This is economic rent. The two men labor equally, yet one gets \$3,000 a year more than the other, through the superior fertility of his land and the convenience of its situation. This difference is the rent of the economists, and the magic of property will soon convert it into a fund for the support of an idle class, who, doing no labor and having nothing else to occupy their minds, may devote their attention to the organization and administration of a government for the protection of the beneficent institution, property, which yields them such substantial benefits. Why should not the new comer pay the first settler \$3,000 a year for the use of his land? The produce of the first settler's land being \$6,000, the new comer can pay \$3,000 for the use of it and still have \$3,000, or as much as he could make on land of his own at the margin, left for himself; and besides, such an arrangement will enable the new comer to enjoy the benefit of the superior social advantages to be found at the center of cultivation. The arrangement will be entered into; the new comer will cultivate the first settler's land in preference to land of his own, and the first settler will retire from active labor on a perpetual pension of \$3,000 a year rent; and his neighbors will follow his example as fast as new comers present themselves. But this is only the beginning.

Settlers continue to flow in, and the margin continues to recede, until at last it is so far in the wilderness that the return to a man's labor from

cultivating a piece of land at the margin only amounts to \$500 annually. It is now evident, since rent is the difference between the product derived from superior quality land and the product from land at the margin, that the rent of our first settler's land has risen to \$5,500, the difference between \$6,000 and \$500. But the first settler has already yielded up his land to a tenant for \$3,000. It is, therefore, the first settler's tenant who now enters into an arrangement with a new comer for the rent of the first settler's land. This new comer can pay a rent of \$5,500 for the privilege of cultivating the first settler's land, and still retain in his own possession as much as he could make by cultivating land of his own. He accordingly enters into an arrangement with the first tenant; pays him a rent of \$5,500, cultivates the first settler's land, reaps a product of \$6,000, and retains \$500 for himself. The first tenant may now also retire as an idle landlord on an income of \$2,500 a year. He receives the rent of \$5,500, pays \$3,000 to the first settler, and keeps the balance as his own share. So, by the most simple natural process that can be conceived, the matter has finally come to this: that three parties divide between them the produce of the first settler's land, the first doing none of the work and getting one-half of the produce, the second doing none of the work and getting five-twelfths of the produce, and the third doing all the work and getting one-twelfth of the produce.

Property, the economists tell us, is the daughter of labor. What miserable sophistry! Does this look like it? And it is an institution having such consequences that intelligent men are expected to bow down to and worship it, as if it were something divine. Is this arrangement just? No, it is not just. It is not just that one man should labor unceasingly for a bare living in order that others may exist in idleness and luxury off the product of his labor. Well, just or unjust, that is the nature of property, and that is just the sort of arrangement which government is organized to protect. Do you still want government to protect property? Give your government whatever name you like, and if it is organized on the basis of property, as sure as the sun shines it will develop into an oligarchy of proprietors who rule the lives and destinies of a great mass of non-proprietors with an iron hand. A nation so founded, although formally guaranteeing protection to the life and liberty of its humblest inhabitant, will surely develop into a nation of masters and slaves. It cannot be otherwise. For, the consequence depicted above is but trifling as compared with the further inevitable consequences of the development of property. The right of property is

simply the right of the proprietor to live without labor, to enjoy the fruits of the labor of others without the return of any equivalent,—if the proprietor returned an equivalent to the laborer for what he receives from him, the right of property would be extinguished; there would be no force in it; the proprietor would then be as much a producer as another, and that is by no means the motive of property. It is to enable men to enjoy without producing that property exists, and so long as government is organized to protect property it will protect the non producer at the expense of the producer. It is mere travesty to mention property in connection with the words life and liberty.

To trace the development of property beyond the point where we have left it above would require more space than the limits of this article will allow; but the reader may be assured that the horrors of our sweat shops, the terrible atrocities of the mining regions, the heart-breaking and humanity-killing struggle of the common laborer to procure the means of subsistence for himself and loved ones, the millions of willing workers who are seeking work and finding it not, the tramp, the prison, the insane asylum, the charity organizations with their ubiquitous soup kitchens, are all legitimate results of the reign of property. These, all the obvious iniquities of our civilization are the legitimate results of the long continued efforts of men to get something for nothing, to obtain wealth without producing it; and the very essence of the right of property is to permit them to do this, in short, to legalize robbery.

Workingmen, it is time, yes, high time, you woke up to a knowledge of the contradictions in your formula of government. You are oppressed, deluded by this notion of property. You imagine it a fine thing to be a proprietor, and the very height of your ambition, the *ultima thule* of your notion of justice centers in a state of society where all shall be proprietors. This is the elysium which the economists have painted for your delectation, the nectar on which they have

fed you, the opiate with which they have stupefied you and deprived you of your senses for a hundred years past. Such a society is among the impossibilities. The right of property is the right to enjoy without producing. Just to the extent that a man exercises this right he consumes without laboring, he consumes wealth produced by, and belonging to somebody else, he obtains wealth without the return of an equivalent. This is the magic of property. You can see how utterly impossible it is for all to exercise this right. If all were proprietors property would cease to exist. The universal exercise of the right would simply destroy the whole institution. Men could then easily see that there was no advantage in it, that it was simply robbing Peter to pay Paul; and, being animated only by the desire to render exact justice, they would abolish a right, the exercise of which has kept the human race groveling in a mire of superstition and slavery since the dawn of history. You demand that your government shall administer justice. Very well, then, why do you not repudiate notions of society which are the very negation of justice? The economists have you hypnotized with their senseless twaddle about the rights of capital and labor, the sacred rights of property, the rock ribbed fixity of that mysterious law of supply and demand, and a thousand and one other economic adjustments of the present regime that involve flat contradiction and patent folly.

Men have the right to live the lives of human beings. It is just that man should labor. It is just that he should enjoy the fruits of his labor. Exact justice consists in giving all men the opportunity to labor, and leaving them in free and undisturbed possession of its fruits. Any institution which denies this is unjust, and the government that protects or defends such an institution is not administering exact justice.

"You take my house, when you do take the prop
That doth sustain my house; you take my life,
When you do take the means whereby I live."

Yes, it is the function of government to administer exact justice; that being determined, let us now revise our notions of justice.

THE BLIGHT OF THE AGES.

BY JOSE GROS.

The writer lives in one of the most aristocratic communities on the face of the earth. That means a place packed full with respectable people, people with great regularity of habits. Yet, perhaps our town is but a somewhat exaggerated type of our own nation and every other under

similar conditions of general development. In certain respects, our whole nation is pretty well soaked with a desire for respectability, which is nothing but another name for the spirit of aristocracy, in old times confined to the few, in modern life spread among the many. The diffusion

of that spirit is inevitable in proportion as we expand the aspirations of most men without giving to all the opportunity of satisfying such aspirations. It happens then that those who succeed by fifty consider themselves better than those who only succeed by thirty, and those who succeed by ten also some better than those who only succeed by five, and so on to the bottom of the pit.

In order to more fully illustrate what we mean, we beg permission of referring to all our both sad and amusing sectional dislikes. Commence with the people from New England, so fully wrapped up with their immense superiority over everybody else unhappy enough to have been born in some other portion of the union. Look, then, at the grand totality of those born in the northern states, and hence so much better men and women than the miserable stuff born in the southern states. And what about the western people when compared with those born in the effete eastern states? Then, are we not all far above those who, born in other countries, have only been in this one twenty or thirty years? And what about the latter? Are not themselves more or less superior to any recently imported human cattle? And yet, except the Indians, most of whom we have been rapidly exporting to the eternal regions, are we not all the descendants of human importations? And is not the German better than the Irish, as the latter is better than the Italian, and the Italian a fragment above the colored people? And the end is not yet, because we have our numerous sectarian differences, with their respective degrees of superiority, according to their religious teachings. To be sure all such teachings come from the same source, and should be essentially the same.

The grand inconsistency just mentioned may explain our respective fancies of being better than other men because born here and not there, or because educated by such and such fellows and not by any other set.

Let us now descend to the precise object of this essay, which is the rapid analysis of an important sermon in one of the most aristocratic churches of our aristocratic town, only a few weeks ago, that sermon being but an emphatic type of most sermons, everywhere and for long centuries back to primitive christianity.

In some respects that sermon was a very good one; because it sent forth its anathemas against the industrial injustices of the day. It was an emphatic declaration of the collective iniquities to which we owe all our human disasters, all our antagonisms in the life of nations. The preacher did his best to impress upon the minds of his congregation that all our social troubles, all our

enmities between labor and capital, between employers and employes, proceeded from fundamental deviations from divine ethics, for which we all were to be blamed. Also, that it was not right for the well to do classes to imagine that the discontent and unrest, among the workers, could be avoided or suppressed without proper methods of restoring all necessary harmony as should prevail among children of the same Father, and so on and so on.

Now let us see about the final conclusion of that brilliant sermon. It was virtually as follows:

"We, the churches, can do nothing to remedy our social evils. Christ alone can do that, when He comes to establish His own kingdom of righteousness."

The above two sentences is what we can call "The Blight of All Ages." Those were the sentences on which the religion and philosophy of the heathens practically rested. Even the most brutalized savages have always been permeated with the same identical fatalism. They have always taken for granted that all their drawbacks in life came from their own gods, and could only cease when such gods decided that all evil should stop.

The specific sermon to which we have been referring was addressed to a brilliant audience of five hundred perfumed ladies and gentlemen, the type of two or three millions of them in our nation, who constitute what we call public opinion, because anything shall be accomplished, for good or evil, that may be embodied in the common consensus of such people, they possessing the wealth and intelligence which is power. It would not take any five years for any social reform to be established if the classes in question were willing to work for it; but how are they going to do anything of the kind as long as their religion virtually tells them that they can do nothing, that their own God wants them to keep on, sanctioning all social iniquities, making the best of them, in dollars and cents for themselves, as long as they don't hear the trumpet of the judgment day?

Reflect now on the criminal conception of a God of righteousness, unwilling to let men work for its establishment, having deprived men of power to do that, and He himself not yet ready for that job, preferring that iniquity should go on! Reflect again on the naked barbarism of human life, if the so-called best men, with piles of intelligence and wealth, grouped in churches, can do nothing but take advantage of all our social evils, and keep their consciences narcotized, because assuming that their God wants them to keep on, doing what the old heathen aristocracies did, and thus perpetuate all fundamental social sins!

We are perfectly willing to recognize that, in most cases, the people in question fail to apprehend the repulsive ugliness of their own religious philosophy. All the same that is no reason why we should not trace effects to causes, in order to awaken the conscience of all men willing to avoid the philosophy in question, and so capable of doing something for the upheaval of humanity.

We have faith in the rank and file of the plain people in all nations. We think that there are men enough everywhere to overcome what we may call the cowardness of wealth, men enough to rise and assert their rights and duties for the suppression of those social conditions to which we owe the poverty and degradation of so many of our brethren. Only, somebody has to talk plainly, and we need a good quantity of plain talkers.

The process by which we should march against all our evils, that is, no doubt, important; but perhaps not quite as much as the perception that the task is not difficult, that the battle against social sins can be victoriously fought as soon as

we like, because God is constantly ready to co-operate with men for that purpose. All Christ's teachings are emphatically asserting that perception, and we don't really see how it can be doubted or disproved. We can only trace that religious fatalism we have mentioned, to a survival of similar perverted conceptions on the part of all the civilizations which preceded the Christian era. That fatalism has blighted all nations and dried up most human souls, just as the sirocco blights and dries the tropical deserts, and prevents all vegetation over the country belts it touches.

Without the fatalism that kills all human initiative for good, we should soon reconstruct civilization after divine ideals, and have no trouble about adopting the best processes with which to even give the final touches for the complete realization of universal manhood, such as implied in those glorious words: "Be ye perfect, even as your Father in heaven is perfect." We have no right to take Christ as a dreamer, and hence we should repudiate the religious fatalism of all plutocracies in church and state.

STANDARDS, NOT CIRCULATION.

EDWARD J. SHRIVER.

The closing words of Mr. Borland's article in your June number—"Absurdity of Redemption Money"—contain the gist of the money question; but I don't believe that he would apply them exactly as I should do, although I will admit that this article of his proves him much less of a heretic on the subject than I had reluctantly been led by his previous article to suppose that he was. In all his interesting communications to your journal he has shown himself such a staunch advocate of liberty, of letting men do as they please, so long as they do not interfere with the equal rights of others, and of invoking the power of law only to prevent that enslaving of one's fellow beings which has wrought so much misery, that I was quite shocked to see what seemed to me indications of a desire on his part to mould society according to some procrustean plan, and correspondingly relieved to find that I was mistaken.

But I don't want to wander over the entire field of social adjustments, nor yet to deal with the whole of the currency dispute, but only to say a word about the criticism of my own previous remarks with which he winds up his article. Taking the ground that the "5 per cent of actual money" nominally in circulation is "absolutely necessary for the stability of business," he asks me why we "cling to gold or any form of redemp-

tion money," and follows it up with an argument which, in substance, is a query why the banks are forced to keep at their control enough "currency" to meet their reserve requirements. In reality there is not the slightest necessity for their doing so, as I incidentally mentioned in my letter to your May number; but if I did not then make myself sufficiently clear, I must go a little further into the illustration.

In the darkest days of the 1873 panic, when so far as the upheaval of confidence in all credits was concerned, matters were in a much worse state than in 1893, the banks found themselves so drained of currency that it was absolutely impossible for them to go on paying out bills—we were not using coin then—in satisfaction of deposits that consisted of orders really representing goods, just as the great mass of deposits always do. To save the failure of the weakest members of the brotherhood, which might have involved all in common ruin, they resolved upon universal suspension—which meant simply the temporary abandonment of the use of "redemption money," though its denominations were retained as a measure of values—one clearing house after another, within the space of a few days, announcing that cheques would be redeemed only through clearing house channels. I was a bank clerk

then, and although a mere boy at the time, remember well the consternation with which everyone in the bank, from the president down, awaited what we were all sure was, financially, the end of the world—because we had ceased using "cash." On the second day we were still in a state of mind somewhat akin to that of the religious fanatics who every now and again put on their ascension robes to prepare for the day of judgement; but by the third day we woke up to the fact that we had only adopted a decision to carry on business according to normal methods, and that for the real purposes of trade "cash" was unnecessary. By the end of a week or two we made the further discovery that the money crisis was over, although, of course, the causes that had brought about an industrial collapse which culminated in a money crisis, were not removed. For many weeks after that we went on in the same way, and trade never moved more smoothly; but, unfortunately, the bankers of the country were not broad enough to grasp the true significance of the event and perpetuate a condition under which they could not be called upon for "redemption money."

The root of the mistake lies in the notion that people deposit "money" in banks and then draw against it. Ninety-nine or more times out of a hundred they do nothing of the sort. We can't very well go back to the primary industry of farming, because so many farmers use as their banker the country storekeeper, who really performs the same function. But the storekeeper does not sell the wheat which he buys from the farmer for coin or paper dollars and deposit them in his bank. To all intents and purposes he deposits the wheat itself; for he sells it for a draft on Chicago or New York and deposits that; and we might far more reasonably argue that for "the stability of business" the bank should retain the wheat or a portion of it in its vaults, than that it should retain bits of metal or paper there, which had no real part in the transaction. Instead of stopping in the bank, however, the wheat goes along to the men who eat it; and they pay for it by depositing in another bank the title to some clothing or tools which they have made, probably in the shape of a draft on the storekeeper for their value. When that is presented to him for payment he meets it with a cheque—an order upon the credit which he has established by depositing the title to the wheat. That the cheque shall be honored does not at all need that it shall "have the hard dollars behind it;" it only needs that it shall be backed by a good title to the wheat; and what is more, in all *normal* trade there are no "hard dollars"—or soft ones either—concerned.

What makes hard dollars needed at all is a fiction

established by former methods of trade, and which has been maintained by the banks after these methods have fallen into disuse. They say in substance to the storekeeper on one hand and the manufacturer on the other, "one of you has deposited grain with us, the other manufactured articles; or rather, you have exchanged them with one another and deposited the abstract titles. You have not given us any bills or coin, but nevertheless we will keep a stock of these on hand, so that if you should demand these instead of the articles you normally want, we can give them to you. We won't keep an equal value to the goods the title to which you are passing through our hands, because that is impossible, no matter how many different substances are adopted as redemption money; since the people who make up the world have never been so foolish as to waste their labor in producing a value of things which are only used to lie in our vaults, that is anything like equal to the value of all the other things in the world. But we will keep more than you are ever likely to call for under ordinary circumstances, and thus will we maintain an solvency; though if you ever get scared enough to really demand it, we will probably fail."

As matters now stand, that is the only use that "redemption money" is put to; to stay where it will, not to be used at all; and it is in this shape that at least nine-tenths of the "currency" exists which we commonly fancy is "in circulation." Not so many years ago, a good deal of it did circulate in a paralyzed sort of way. There was a curious custom throughout the State of Pennsylvania, for instance, coming down from times when the system of exchanging through bank accounts had only slightly been developed, by which the 1st of April was general settling day. All through the year, people traded with one another in the usual way by mutual interchange of goods, but once a year everybody must needs square off whatever might happen to be the balance one way or another at that particular time by drawing "redemption money" and transferring it from hand to hand, so at that period great packages of currency were sent out to the country districts by the banks of New York and Philadelphia and Baltimore, to which it promptly flowed back in a few weeks, to be idle for another year. But from some cause or another, probably through the increased use of small bank accounts and consequently of more frequent settlement of balances, since the stamp tax was removed, this cumbersome habit has disappeared. Of a similar nature was the demand that used to be made on the Eastern banks for "currency to move the crops," which scarcely

half a dozen years ago was one of the serious factors to be considered every year in financial circles, but of which today we hear almost nothing. So far, indeed, from the use of cheques being a matter of only local circulation, as Mr. Borland suggests, it is "cash" which now circulates only locally, and which is with comparative easiness shipped from one center to another, even by banks; the function of exchange being every day more and more filled by the shipment of goods, as it is far more economical that it should be.

Where then does the necessity arise for having any "redemption money" at all? Nowhere, for the purpose of actual redemption. We exchange goods for goods, and all that needs to pass through the banks who serve as our bookkeepers, is the abstract title to the goods. But we must have a standard by which to measure their respective values. Getting deeper yet down to the bottom of things, we exchange labor, for we exchange the product of one day's labor with the product of another day's labor, each representing with approximate exactness the same amount of exertion. And the instinctive effort of mankind in agreeing upon monetary standards, has always been to adopt something, the labor cost of which would be as nearly unvarying as possible, however much might vary the labor cost of things measured by it. Whether or not gold answers this requirement, or has answered it in the past, absolutely or relatively, is something that it would be impossible to verify by statistics, as Mr. Borland proposes. To make these of any value, we would have to secure the cost of production at every mine and reducing works in the world and to rid it of errors and intentional misrepresentations by interested parties. How difficult this would be, may be illustrated by another bit of personal experience. About ten years ago, when I happened to be so placed that my statements on the subject carried some weight as that of an expert, I excited the ire of the president of the largest pig iron producing concern in the country, by the assertion that certain facts which I had got hold of convinced me that his iron was costing him considerably less than \$15.00 a ton, and led me to believe that its cost was only about \$12.00. He very indignantly denied this and published widely apparently conclusive statements from his books to show that the actual cost was nearly \$18.00. And yet a few years later, when circumstances had so changed as to make it desirable, he advertised just as widely that he was making iron at a little over \$11.50 and proved just as conclusively from his books that he had done so for a dozen years back.

The same sort of juggling takes place in all statements of cost; but when we find that, entirely

independent of coinage laws, twenty five grains of gold will command the product of just about the same amount of labor as it did a generation or a half century ago—even though through the increased efficiency of labor in other departments, that product will consist of a much greater quantity of other things—we may reasonably conclude that the labor cost of gold has remained fairly stable and that the labor cost of other things has changed.

What we should seek to attain—or rather to retain, since we have it now—is that when farmers lend their crops to a railroad company to feed the men who are building the road (which is what really happens in such cases, for instance, as those where the population of a county subscribe to bonds to secure a new line) they shall receive when the capital or interest of these bonds is paid, the title to just as many groceries or boots, let us say, as can be made by the same amount of labor as was originally expended in cultivating the crops; no matter how much labor cost in farming or shoemaking may have varied in the meantime. Or that if we sell the product of a day's labor in our line today, with the intention of buying the product of a day's labor in some other line tomorrow, we shall get back the product of a full day, even through over night some discovery may have made it possible to produce in a day twice as many of the things that we want to buy as could have been done the day before; or looking at it from the other side, even though the labor cost of what we sold has been similarly increased, so that what we get back will not then buy as much of the identical things that we parted with.

These ends can most readily be secured in proportion as the standard of measurement is something that costs a fixed amount of labor to procure; for when we buy or sell for a dollar, although we do not use the actual dollar, we bargain for a title to just as many of such things as we may select, as can be made by the same amount of labor as would be expended in getting the quantity of whatever article is contained in what we have agreed to call a dollar. We could get along perfectly well in our ordinary method of transferring titles if the banks were to free themselves of the superstition that they must always be ready to convert these titles into "hard dollars" upon demand. We will doubtless continue in the extension of these so called "credit" dealings (as to which there is nothing of the element of borrowing and lending that is ordinarily associated with the term "credit") into the most petty transactions; and it is worth noting that in the summer of 1893, a substitute of small certified checks was working admirably until a silly law was invoked to repress

them. The "thousand one dollar cheques," which Mr. Borland suggests as a fantastic possibility, were a fact; and they were not abandoned because they were "useless to meet the situation," but because a provision in our statutes imposed a heavy fine for using so sensible a contrivance. We do not need to invent new forms of currency, or to expand the volume of that which we already have;

for there is today probably ten times as much as is actually used for any purpose but to lie idle in bank vaults; but though the idea of "redemption" is founded on a pure fiction, we nevertheless must still retain some sort of a standard by which to measure values; and if that standard is to be of the best use, it must be based on the labor which is at the bottom of all values.

REAL SOCIALISM.

BY W. H. STUART.

I am sure the editor will permit me to say a few words in reply to his editorial in the *JUNE CONDUCTOR*, under the caption: "An Object Lesson for Socialists." He refers to the failure of a small communistic community at Icaria, in the state of Iowa, which he declares "has gone, to join the long list of similar undertakings whose monuments form the milestones in the onward march of socialism."

He states that the defunct community at Icaria "was wont to be pointed to with pride by socialists as a living vindication of their faith." Now I will venture the assertion that no intelligent socialist ever "pointed with pride" to Icaria or any other similar community, as "a living vindication of their faith." On the contrary, all intelligent socialists discourage the formation of small co operative associations. When I say "intelligent socialists" I mean those who have made a scientific study of socialism.

The Rochdale Pioneers of England, who commenced forty years ago with a capital of fifteen or twenty dollars, and who now do an annual business of hundreds of millions; who own thousands of retail stores, many large factories, wholesale establishments, and their own ships,—are sometimes pointed to as an illustration of the success of socialism. But this is not socialism. The Rochdale Pioneers are merely joint stock companies organized for the purpose of saving the profits in distribution that are usually absorbed by the middleman and retailer. They do not control the means of production or, at least, only to a limited extent, they merely save some of the profits in distribution. For that purpose they are a success. But intelligent socialists are aware that if the larger number of English workingmen were members, the general wage standard would fall to correspond with the saving effected in the cost of distribution. The companies can now pocket their dividends without decrease in their wages, because their members are too few—compared with the total number of workers—to affect the standard of wages. Neither do socialists

point to the Amana colonies in Iowa, who have been eminently successful, as an evidence of successful socialism. Nor do they claim the success of the Economyites Association in Pennsylvania, whose property has been estimated at half a million dollars to each member, as conclusive evidence of the success of socialism. Nor do we cite the remarkable history of the ancient Peruvians, which Mr. Borland so ably treated of in *THE CONDUCTOR* recently, as an evidence of the success of socialism. That was not socialism in the modern meaning of the term. But socialists could point to the Peruvians' organization of industry as conclusive evidence that, if that nation, whose methods of production were of the most primitive nature, could with moderate labor provide an ample sufficiency for every member of their society, who, by the way, had no word in their language to express the term "poverty," how much more easy would it be for us, where every laborer has twenty times the productive capacity of the ancient Peruvian! Should not such facts "be object lessons for (non-) socialists?"

Co operative societies, like the Rochdale Pioneers, are of a capitalistic nature. They help the individual members, but do nothing to raise the standard of all workmen, indeed, by driving out the small retailer and middleman, without providing them with other work, they increase the severity of the competitive struggle, and thus, indirectly help towards a general lowering of the rate of wages. Real socialism, on the contrary, would adequately provide productive employment for every able member of society. Under such a system there would be no drones or parasites. Every able member of society would be compelled to contribute his share toward the production of the national wealth.

Modern democratic socialism would be a state of society where all industry was carried on by society collectively, and under a purely democratic administration of political affairs.

Under our present competitive system an insignificant minority of society own all the means and

instruments for the production of the national wealth, while the great mass of the real producers are compelled to accept as their share for producing it all, the minimum rate of "wages" that will afford them a bare subsistence. The difference between what they actually produce and what they receive as wages is absorbed by the capitalist class in the shape of rent, interest and profits. This plunder fund is the "capital" with which capitalists build railroads, telegraph lines, street railways, electric light and gas plants, water works; form mining companies; organize trusts and combines, and carry on industry generally for their own exclusive benefit, and for the workers only incidentally. The workers produce both their own wages and the "capital" that in the hands of the capitalists gives them further employment(?). Capital is an indispensable factor in modern production, but isn't it about time we got rid of the ignorant superstition that we could have no capital without capitalists? The assertion that we could not is on a par, logically and intellectually, with the assertion that we could have no land without landlords!

If a state of society in which all the tools of production would be owned collectively is wrong, upon what logical basis can their ownership by a few members of society be justified? If, for instance, it would be wrong for seventy millions of people to own the telegraph system of this country, where does the, say, seven hundred owners of it get their justification for ownership? The product of their own toil? The question raises a smile of incredulity. Would it be wrong to increase the ownership to seven thousand, to seventy thousand, to seven million, to seventy million? At the latter figure it would be socialism. At which of these figures does the wrong commence? No, the history of socialism is not concerned with the isolated efforts of a few members of society to better their condition individually. Socialism is a theory of society as a whole. When socialists "point with pride," it is not to the Icaria Colony, but to our national school system; to our postal system; to our free public roads; to our light house service; to our splendid municipal fire departments; to our municipal ownership of gas, electric light plants and water works. Every man who favors or defends those public utilities is to that extent a socialist. Everywhere that collective control or ownership has been tried, it has proved a success. There is no exception, the rule is invariable. There is no instance within the past fifty years where society has assumed the management of any public function previously carried on by private initiative, that it has proven a failure, or has ever been relinquished to private control.

These are the facts that socialists "point to with pride, as a living vindication of their faith."

There are many reasons why well read socialists discourage the formation of small isolated communistic communities. I can only refer here to one. Small communities, not provided with ample capital to carry on production on a large scale, and with the most effective machinery of production, would, it is evident to see, be at a great disadvantage in competing with capitalistic organizations. For small societies could never be self supporting, they would be compelled to exchange their surplus products with their capitalistic competitors. Suppose it is wheat, which costs them \$1.00 per bushel to produce, it can only be exchanged for the products of the trust or combine, at a valuation of 40 cents per bushel, because it can be produced for that price by the capitalist farmer. They would be continually handicapped. What they did produce and place on the market for exchange, would bring them very little.

The New York *Voice* of May 9th, has some tables of figures compiled from the last census reports, showing the comparative number of industrial establishments in 1880 and 1890, showing the remarkable concentration of capital as evidenced by the decreasing number, both relatively and absolutely, of industrial plants. The table shows that in thirty industries, the capital employed had increased from \$1,279 per "hand" employed in 1880, to \$1,778 in 1890; that even a factory for making shoes, cost on an average, \$45,000. Now a co-operative enterprise on a small scale would require for effective productive work a capital of \$1,500 per member. Where are the working men who can command such individual capital? This is the principal reason why small co-operative ventures so often fail. Suppose 100 coal miners desire to form a co-operative mining company, where or how can they procure the necessary capital to start operations? Their average wages is less than \$1.00 per day. Suppose, however, they managed to save \$100 each, after some years of toil, of what avail would so insignificant a capital be against the millions controlled by the coal barons, who also control, usually, the transportation facilities. But suppose the State of Pennsylvania should decide to go into the business of mining and distributing coal. The state would start on at least equal terms with the capitalists. It could advance the wages of the miners 40 per cent, and sell coal at cost of production and distribution to consumers. That would be socialism. Would it be too ungodly and wicked?

It costs \$25 for a round trip ticket between Los

Angeles and San Francisco. The same distance can be traversed in the Australian colonies, where the people own their own roads, for \$6 00, and in Hungary for \$4 00. In Australia they have a minimum wage, which is considerably above the lowest wage paid by our private lines. Would that system be too wicked for America to adopt? England owns its own telegraph lines, and sends a twenty-word message to any part of the kingdom for 12 cents. In France, 10 cents, and to her most distant colonies for twice that sum. An American letter carrier is paid an average of \$75 per month, for eight hours per day work, and an annual vacation of fifteen days, with full pay. Considering the hours employed, the skill and intelligence required, and the responsibility for loss of money, with say, the average station agent on the American railway, the wages of the government employe is double. To which advantage of the postal employe may be added, that his work is steady and continuous, while his tenure of office is ten times more secure than the railway employe. Everywhere that people control their own

public utilities, the pay and conditions of employment are superior and more humane than when under private control.

It is admitted that these things are good, why would it not be so in other lines of activity? If none of us would be willing to trust our school system or our postal affairs to private enterprise, why should we not run our own railroads, telegraph and telephone lines, and mine our own coal, and armor our ship sides? Everything of utility the people control is a success, why should we assume that every extension of public control would be a failure? Can we not truthfully "point with pride" to what we are doing in the way of socialism now as "a living vindication of our faith?" Now, all that socialists ask is, that the sphere of public control may be gradually extended as fast as public opinion is educated up to the justice and advisability of it, until, finally, all industry is carried on collectively, and our present degrading system of wage slavery relegated to hades, where it originated, all to be accomplished on just and equitable conditions. This is what is contemplated by socialists. This is real socialism.

ALL ABOARD.

BY FRANK A. MYERS.

"All 'board."

The train had stopped at a small way station and two persons, a middle aged man and a young woman, rustics of the rustics, got on.

The dumpy looking man wore a flop hat, a well-worn blue coat, gray jeans pants, and dew-washed boots, over which his pants fitted poorly. He had a dull eye and lean face, brown as a piece of leather. His hair was long and his whole appearance was that of one either unacquainted with the world or entirely indifferent to it. The one, however, made quite a difference from the other in a proper estimate of the fellow.

The young lady wore a plain black dress that had long been in use and it fitted her loosely. Her hat, trimmed in scant, faded yellow ribbon, was possibly a little less aged than Methuselah. She had an abashed, reserved air, and unlike her companion, who was old enough to be her father, she had some regard for her surroundings.

They stumbled forward to the center of the car, and the man ungallantly entered the seat first and sat next the window. The young woman timidly sat down in the vacant space by his elbow.

There were not over half a dozen other passengers in the coach, and they all took a smiling survey of the new comers.

When Clem Bowman came along to take up

their tickets the fellow looked up stupidly and doubtfully in Clem's face. The big hearted Clem could not restrain the smile that stole into his genial face.

"Tickets, please," Clem repeated, holding out a hand, from the little finger of which dangled a bright punch, the unfailing sign of the conductor. "Hooh?" the fellow grunted, squeakingly, through his pinched nose.

The young woman never once looked up. Clem waited, without repeating his request.

"Want our tickets?" asked the fellow.

Clem still holding out his hand without speaking, the fellow hauled out from his jeans his old pocketbook, and with dull apprehension, brought out two tickets, and hesitatingly handed them to the smiling, patient conductor. He looked at them, punched them, and was in the act of leaving the couple when the lean faced fellow asked.

"Air you the conrductor?"

Clem nodded, with a broad grin, and replied. "Yes."

"This here train goes to Bumtown, do it?"

"Yes."

"We're on the right keers, then, ain't we?"

"Yes."

"Say, Selecta, we're on the right train, he says," speaking to the sunbrowned maid at his side and

leaning over against her shoulder as he spoke.

"No mistake, mister?" looking up.

"None," returned Clem.

"Say, Selecta, we're all O. K."

She simply nodded.

"Say, mister, we be from over yander, an' air on our weddin' tower, an' we kinter sorter feel squeer like, but I tell Selecta t'ain't no great shakes to travel on the kivered keers, an' she 'lowed ef I said so, 'twant. I told her you'd keep us from all harmerdom, an' robberdom, an' dangerdom, an' you will, won't you?"

The broad grin deepened to a laugh on Clem's face as he answered, enjoying the humor of the occasion:

"O, yes."

"Selecta, she ain't never traveled none afore, an' bein' jes marri'd an' ridin' on the kivered keers fur the fust time she feels sorter flustricated like an' ain't at herself. I tell you she kin talk a blue streak when they ain't nobody roun'. I've been marri'd afore, an' this here's my secon' time, an' bein' through it all onst afore, I ain't skeered a bit. She's sorter skeered like, but she'll git over it atter while. 'Fore we git to Bumtown, where some relations o' hern live, I'll git her kinter cberked up like an' she'll jes be a rattlin' it orf. Ain't she poorty?"

And he touched her under the chin with a work-rough finger and leaned tenderly against her shoulder. He did not expect Clem to answer. His question was directed to Selecta, rather than Clem. Looking up suddenly he inquired a little anxiously:

"Say, mister, what time do we git to Bumtown?"

"In about five hours," answered Clem.

"'Bout five hours?" Then, turning to Selecta, he repeated: "Git there in 'bout five hours, Selecta."

She merely murmured:

"Yes."

The occupants of the coach smiled, and Clem moved away.

"Say, Selecta, ain't it poorty to look out the winder? See the fences an' bushes an' fiel's all agoin' backurds. Wish we both could set on this side."

"Yes, Jeems."

"Ain't you glad now you married me?"

"Yes, Jeems."

"You didn' know so poorty midlin' overly well 'bout it at first. I'm glad you 'greed to it at las', an' I know it's all right now."

"Jeems, them people's all alookin' at us."

He had put his arm around her and pulled her up close to him. One or two ladies turned away.

"Say, now, Jeems," she remonstrated.

"O! don't min' me, Selecta."

"Them people!"

"They don't keer, ef you don't."

She allowed, after a little while, her head to rest on his shoulder. From the rear of the coach Clem saw the performance.

Jeems put his fingers under her chin and tried to kiss her on the lips, but she mildly resisted by turning her face down upon his shoulder.

"Now, Selecta," he exclaimed, reproachfully, "it's on'y me, your legal and lawful husban', an' you ortent to do that." He was as mild about it as could be expected of him.

"Them people, Jeemes," gurgled up, half smothered, from his shoulder.

"Drot take the people, Selecta; it's you I'm keerin' fer, not them air a tall. Can't you see? But won't we have a good time of it when we git to Bumtown, where your folks live? Be sweeter 'n 'lasses an' honey both—now, won't it?"

"Yes, Jeemes," straightening up and adjusting her hat, that had become disarranged.

"Ain't you glad you marri'd me, Selecta?"

"O, Jeemes! poorty please, don't. Them people!"

"Well, ain't you now,—say?"

"Yes," in a half whisper, to shut him off.

"Nice, ridin' on the kivered keers, ain't it—say?"

"Yes," she answered again, softly.

"Jes look out there, now, at them air cows an' hogs a eatin' grass—nice, ain't it, say?"

He was evidently trying to be entertaining, and according to his talent, he uttered what first came into his mind, without considering it. It seemed her sense of modesty doubted the propriety of much that he said and did there at that time, but she could not find it in her heart, as yet, to use a gruff, condemning "don't," that so many females use too freely and too fatally, and destroy thereby the love they would cherish in the one against whom they mercilessly hurl it. However, Selecta would have been justified in the use of the word "don't" on this occasion.

At this point Clem chance'd to pass through the coach in the performance of his manifold duties.

"Say, mister," Jeemes shouted to him, "ain't we poorty nigh 'bout to Bumtown?"

"No," shaking his head and passing on.

A man by the name of Bascom, possessed of a strong sense of the humorous, stepped up to Clem and said:

"Honeymoonism."

"They enjoy it as they go," said Clem.

"I see objection on the other ladies' faces."

"It's not in taste," returned Clem.

"He certainly loves her."

"Seems so," said Clem.

"He's an old hand at the business—goes at it in earnest—no circumlocutions about it."

"He says it's his second offense at matrimony," Clem returned to the communicative Bascom, whose face was wrinkled with smiles.

"It reminds me," said Bascom, preparing to spin a short yarn, if we may borrow a jolly Jack Tar's phrase. "Once I was on the first train that ever went over a new line. At the terminus a great host of people, from far and near, had assembled out of the woods, as it were, in order to see this train. With gaping mouths and staring eyes they gazed on the steaming, puffing 'engine,' and beheld the glistening coaches. Many had been there from dewy morn till the train arrived, which was long after noon, and they were tired and worn out with waiting. Two old people were sitting in the sun upon the grassless sand when the train steamed up. The lean, tall, gray old man arose and gaped and wondered, but the fat old lady was too tired to stand. For about fifteen minutes they never took their eyes off the snorting wonder. It was as great a marvel to them as the white-winged vessels of Columbus that came up out of the sea were to the spirit-worshipping Indians. At last the old, untaught man said solemnly to his wife:

"'I've lived in these here parts goin' nigh on about fifty-odd year, an' the good Lord has spared us long 'nough to see come into these bresh what I never 'spected to see; but the kivered keers have come at las', an' now I'm ready to go home an' die. Come on, Polly.'

"'That's so, daddy, that's so,' answered old Polly, and the two went home straightway."

Clem laughed heartily at this, but Bascom's face was as sober as a judge's. Bascom returned to his seat, and Clem entered another coach forward.

The odd, newly married couple—green as May grass, as Clem said, when repeating the story at home—continued the amusement for the passengers all the way to Bumtown.

Before they reached Bumtown an event happened that almost lost them their large, old, oilcloth valise. At the last station a woman with three small children and a basket and three or four bundles of different sizes, got on the coach. At the next station she got off, assisted by the brakeman. Seeing the old oilcloth valise and supposing it to be hers, he took it up with the basket and a bundle or two and helped the poor, worn woman to the platform. Now it chanced that Jeems stepped off here a moment merely to look around. As he paced deliberately along the open platform he spied the old oilcloth valise and

was thunderstruck. How did it get there? Trembling at the idea, he snatched it up and rushed back into the coach. Lifting it over Selecta's head and depositing it under his feet, he sat down next the window in an exhausted heap.

"I'll be god durned," he said half in terror, 'ef they didn't steal the thing, Selecta, an' take it, an' carry it out, an' me not know it, an' I met it out there, an' knowed it by sight, an' I cabbaged onto it, an' fetched it back. It was a narrer resk, now, I tell you. Jes bodaciously stold it—tuck it—stold it, as shore as I'm born. Lucky fer me I seed it in time. What would you hev done fer a dress at Bumtown, 'mong them air frien's o' yourn, ef they had tuck it? On our weddin' tower, too! Stold it—right out from under our very noses. Did you ever hearn o' the likes?"

"Yes, Jeemes."

"Why, I'd know that air verlise anywhere—know it at onst, by sight. I knowed it—knowed it as soon as I clapped my eyes on it. I'd know that air verlise, in Bumtown ur anywhere, from all the verlises in the world. Why, ef we'd a lost it, it would a spilt the hul tower. They'd a thought at Bumtown we hadn't no more clothes, 'cept what was on our backs, ef we'd a lost that air verlise." And he put both heels on it, as if to hold down the valuable truant and stop all further running away.

Every little bit he would refer to the "verlise," and speak of the "narrer resk" they had run in losing it. The irrepressible Bascom enjoyed this hugely. When Clem came back he had another "rich" story to relate.

"Let me bore you a minute," he said, stepping up to Clem—"just a minute. These people remind me," glancing at Jeemes and Selecta. "A young country girl once married into a family that she thought gave her tone and distinction. The father of the young man she married had an idea that raw meat made courage, and he fed his boys on raw meat to make them brave. After marriage this young lady told a male cousin of hers how well she had done by marrying into this raw-meat-eating family and boasted of the social position it gave her. One morning afterward this cousin happened to be there when they were eating breakfast. The boys kicked up a row at the table, and threw biscuits and cups and knives at each other—perhaps a working out of the raw meat upon which they had fed. The cousin took the girl to one side and remarked—"You have married into a de'il of a family.' I think this girl here," nodding toward the odd couple, "has married a de'il of a fellow."

Without a grin Bascom subsided in his seat and Clem walked on.

Like so many passengers who have had little experience in train travel, Jeemes was up and out at every station "to see"—he wanted "to see," he said.

"What's the use o' livin' ef you don't see?"

At one station the train started off and Jeemes was left behind. He ran the whole length of the platform, but he could not "make it." The train was gone and Selecta was alone. She had seen him running and knew that he was left. Clem had scarcely entered the coach when she screamed out wildly to him:

"Mister—mister, O, mister! my Jeemes is—my Jeemes is—is—left!"

Clem was a generous hearted fellow, and her distress struck him. Without a word he reached up and jerked the bell cord. She did not know what he had done, and in a sort of frenzy continued:

"My heavings, what'll I do—what'll I do! Jeemes—Jeemes—you ortn't a done it! You might a knowed it! I knowed it! Mister! O, mister! fetch him back to me—fetch him back!" she appealed piteously, wringing her hands, and looking the very picture of wretched misery. It was her first great distress.

"Be quiet," said Clem, signalling for the train to back.

"Quiet—quiet!" she cried loudly. Every passenger was enlisted. "O, Jeemes, come back to me! I can't go on without you."

She arose with the intention of going to the door and leaping off, but with a kind hand Clem restrained her. Falling back into her seat she covered her tearful face with her hands and moaned as if her heart would break. Simple as she was her ridiculous misery excited a kind of humorous sympathy, and Clem said, consolingly as possible:

"Don't be alarmed—keep quiet; we'll get him again for you."

"Now, will you, mister? say, will you?" looking up eagerly and pleadingly.

As the train neared the platform again Jeemes ran to meet it, and anticipating his movement, Clem stood on the rear platform of the coach. Before the coach stopped Jeemes caught at the steps but missed and started to fall. Had not a hand caught him he would have fallen beneath the cruel wheels and been ground to death. It was Clem's strong arm that saved him. Clem had a firm grip in the collar of his blue coat and held on for dear life. It was an exciting moment. The fellow was dragged several yards before he could regain his feet. He never knew how near to death he was. When he had gained his equilibrium he looked up at his benefactor with a silly grin, but uttered no thanks, nor offered any words

showing his gratitude. This was all due to his unsophisticated mode of life. No doubt he had gratitude, but he knew not how to disclose it. Clem was wise enough to read a good deal in the man's silly grin.

"You pretty nearly got it, old fellow," said Clem, as the uninjured but frightened Jeemes climbed clumsily up the steps.

"Yes—but I didn't, though," he returned simply enough.

"Was you trying to commit suicide?" asked Bascom, who had witnessed the whole thing.

The poor, bewildered fellow stared at him a moment. He did not understand what suicide meant. That was a new thing under the sun to him. Then without a word he walked straight into the coach. The meeting between him and the excited Selecta was indeed amusing, to say the very least.

He made one long stride over her knees and dropping down into the seat next the window, said, with considerable emotion:

"Selecta!"

"O, Jeemes!" she exclaimed in gladness. The lost had been restored to her. Her head dropped over tenderly, and he folded her to his bosom. She offered no remonstrance this time about the passengers. She was too glad now to care.

"How could you let the train run away from me, Selecta?" he said kindly enough.

"I didn't," she answered in smothered tones.

"Yes, you did," rousing up.

"No, Jeemes," in mild resistance.

"I say you *did*," very decidedly.

"No I *didn't*," sitting up straight, flash flickering in her eyes.

"You *did*. Can't make me believe it," he said hatefully, looking like a worried animal.

"You didn't love me, Jeemes. You was a-goin' to leave me."

"Whoever says that says a —."

"You're the meanest thing that ever lived. I'm sorry I married you. Wish I'd a staid at home. You don't love me, ur you'd a never done it." Her tongue had found its vocation. "You done it a purpose—I know you—you did, an' I know you did. You was a goin' to leave me. You wanted to. You don't love me. I hate you. Wish I'd a never come. I hate you." Her once peaceful, loving eyes flashed fire. The lion was aroused in her. Jeemes saw a new side of her—a wounded, fretted, injured side—and he knew not what to make of it. He sat for a moment like a bound boy at a shucking bee without a shucking peg, or a hunter who had seen a deer and carried an unloaded gun while his forgotten shot-pouch was hanging calmly at home.

At last he broke loose, and his mannerless tongue went like revolving car wheels and made about as much noise. He allowed her no chance to put in a word edgeways. It was a family affair, and Clem steered clear of it. He knew what mixing in such a thing meant.

It went on for a time, till the force of the storm had expended itself and begun to subside. The evidences of clear weather began to be seen, and the sun came through rifts in the clouds here and there.

At length Selecta was toned down enough to weep bitter tears. It was hard to tell at first whether they were tears of regret over the unseemly quarrel or over the fact of her marriage to such a man.

Whatever Jeemes thought, it is certain her feminine tear-fountains washed away his hardness of heart toward her, and when she again fell submissively and forgivingly upon his shoulder he yielded to his better feelings and caught her with a yearning heart.

"Say, Selecta, you didn't mean it, did you, now," placing his hand upon her back hair as if he would fathom her heart.

"No, Jeemes," she whispered repentantly from the folds of his old blue coat.

"An' you ain't sorry you married me, air you now?"

"No, Jeemes."

"You're glad, ain't you, Selecta?"

"Yes, Jeemes. An' you did n' mean fer to run away from me, say, did you?" Her voice sounded somewhat crumpled from his old, rusty coat lapel.

"No, Selecta, I did n'. The train left me an' I could n' hope it—I could n', now."

"An' I did n' make the train run away from you, Jeemes, did I?"

"No, Selecta."

The last Clem saw of them they were walking arm in arm up the platform at Buntown, and it is to be presumed they enjoyed their "wedding tower" among Selecta's friends at that place, and she clad in her "other dress" in the old, oil-cloth valise.

THE "CAR COUPLER BILL."

As a matter of interest to every employe in train service we copy the following from the *Railroad Car Journal*, written for that paper by Edward A. Moseley, Secretary of the Interstate Commerce Commission:

As certain provisions of the act of March 2, 1893, being the act to promote the safety of railroad employes, otherwise known as the "Car Coupler Bill," will go into effect upon the 1st of July next, it may be well to call the attention of your readers to what these provisions are, and the particular duties which they impose upon the railroads.

Section IV requires that all freight cars shall be equipped with hand holds or grab irons in the sides and ends of each car.

Section V provides for the establishment of a standard height of drawbar. This has been fixed as follows: "The standard height for freight cars, measured perpendicularly from the level of the tops of the rails to the center of the drawbar, for standard gauge railroads in the United States, shall be 34½ ins., and the maximum variation from such standard height to be allowed between the drawbars of empty and loaded cars, shall be 3 ins.," and "for the narrow gauge railroads in the United States shall be 26 ins.," with the same maximum variation between loaded and empty cars.

Section VI forbids any railroad using any locomotive engine, running any train, or hauling or permitting to be hauled or be used on its line any car in violation of any of the above provisions, and provides that in case of violation it shall be liable to a penalty of \$100 for each such violation.

Section II provides for the use of a uniform coupler; that is, a coupler which shall couple automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars; but, as this provision does not go into effect until Jan. 1, 1898, many are unaware that other sections of the law become operative immediately.

Of these provisions of the law which soon become effective, it may be well to observe that not only may a violation thereof subject the railroad company to the penalty provided, but also to heavy expenses incurred in the payment of damage claims on account of accidents and injuries to employes.

In this connection it is proper to call attention to several recent decisions of the supreme court of the United States relative to the obligation of corporations to their employes.

In the recent case of *Mathew vs. Rillston*, 136 U. S., 391 (March 4, 1895), the supreme court of the United States

said: "All occupations producing articles or works of necessity, utility or convenience, may undoubtedly be carried on, and competent persons familiar with the business and having sufficient skill therein may properly be employed upon them, but in such cases where the occupation is attended with danger to life, body or limb, it is incumbent on the promoters thereof and the employers of others therein to take all reasonable and needed precautions to secure safety to persons engaged in their prosecution, and for any negligence in this respect, from which injury follows to the persons engaged, the promoters or the employers may be held responsible and mulcted to the extent of the injury inflicted. * * * Indeed, we think it may be laid down as a legal principle that in all occupations which are attended with great and unusual danger, there must be used all appliances readily attainable known to science for the prevention of accidents, and that the neglect to provide such readily attainable appliances will be regarded as proof of culpable negligence. If an occupation attended with danger can be prosecuted by proper precautions without fatal results such precautions must be taken by the promoters of the pursuit or employers of laborers thereon."

So also the case of the *Baltimore & Potomac R. R. Co. vs. Mackey*, 157 U. S., 72, was to the point that a railroad company receiving the cars of other companies, to be hauled in its trains, is bound to inspect such cars before putting them in its train, and is responsible to its employes for injuries inflicted upon them in consequence of defects in such cars which might have been discovered by a reasonable inspection before admitting them to a train. The absence of an appliance required by law would seem to be such a defect in the car as would impose liability on the carrier in case of an employe injured while engaged in coupling or handling such defective cars, and this applies as well to foreign cars in use as to the cars belonging to the carriers.

* * * * *

As the law relieves the employe from any responsibility, though he may know of the existence of the defect and continues in the service, it seems incumbent upon the railroads to observe it strictly as a matter of economy.

There are no data yet available as to the extent to which the railroads have already complied with the law in the equipment of their cars, but undoubtedly there is a large number of cars which meet its requirements. It behooves railroad managers, however, to comply with these provisions as a matter of pecuniary concern to their companies.

The railroad employe is every day becoming more and more alive to his interests and his rights under the law, and in case of injury will avail himself of any measure designed for his protection.



Our readers who write to any of the firms advertising in these columns are requested to mention
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CRUMBS OF COMFORT.

Much has been said and written about the seeming inclination on the part of the members of the Federal judiciary to view matters coming under their jurisdiction, which involved the relations between the employer and the employed, from the standpoint of the employer only. We believe that from force of habit or as a result of education, many of these judges have failed to carefully consider or realize the full force of claims for justice which came from the employed.

There is no practice in, or provision of, the law which opens up as wide a field for criticism and in which so much inconsistency is shown and practiced, as in the appointing of receivers and in the managing of receiverships.

It is well that organizations of railway employes have appealed to the courts, even though they felt sure that their appeal would be unheeded or denied. We have met with defeat in many instances and with success in some, but all the time we are making history, and through the efforts of these organizations the unfair, unjust and afterward regretted actions of some of these judges, taken in chambers, have been brought forcibly to the attention of the world. The people are slow to turn from old established customs, but we have an abiding faith in the fair-mindedness of the majority of the people, and we believe that the people will not permit our "government of the people" to degenerate into one of judges and lawyers in chambers.

The Federal courts are courts of equity, and the people will demand that they dispense equity. Their every act should be widely known, and the fact that the people will not rest under anything

but even-handed justice should be clearly established. Neither employer nor employe is always right; there is always an equity involved, and the people can be trusted to discover it as well as to determine whether or not it has been recognized and upheld by the court. The judge who errs must expect, and should receive, criticism. The judge who discerns the true justice involved, and who dispenses justice, without respect to persons and regardless of consequences, should be applauded and held up as an example of righteousness, but should not be insulted with thanks.

The decision of Judge Emory Speer, of the circuit court of the United States, in Georgia, in the case of W. F. Geeslin vs. The Central Railway and Banking Co., of Georgia, contains much that is of vital interest to every railway employe. The principles which we have long contended for are here clearly set down as good law and equity.

Bro. Geeslin was employed as conductor by this company several years before the property passed into the control of the court. During that time he was dangerously injured in an accident, resulting from the neglect of the railroad company, and in an effort to save from danger one of the passengers under his charge. He brought suit against the railroad company for injuries sustained. This suit was compromised upon the payment of a small sum of money to Bro. Geeslin and by the officers of the railroad company giving him a contract to furnish him permanent employment as conductor unless he should be discharged in the usual manner, and after a full and fair trial for misconduct or failure to perform his duty.

On Dec. 9, 1893, he was discharged from the service of the company on the charge of having violated the regulations of the company, and having acted dishonestly in withholding cash fares which he had collected, and was not accorded an investigation. After his dismissal he brought suit against the company and the receiver for violation of contract and for damages on account of loss of wages. The case was finally tried before Judge Speer, and was decided on May 16, 1895. The disposition on the part of the average receiver to ask from the court for himself and the property he represents, that which he is unwilling to accord as the right of his employees, has always been conspicuous. The language of Judge Speer in the following quotation from his decision in this case is in refreshing contrast to the position taken by federal judges who have held that the employees of a railroad company were employees of the court, when it was sought to force upon them some unsatisfactory service or compensation, but when the employees have appealed to them for relief from injustice imposed upon them by the receivers, have held that they could not interfere with the receiver in the management of the property:

Now, I have repeatedly held that when those owning a railroad property seek the assistance of a court of the government to take charge of its operation, they themselves being unable to operate it, they invoke the broad, elastic and flexible powers of the court, not only for the protection of the property itself, but for the protection of every man, who by virtue of his connection with that property, becomes an employee of the court. Whenever these great properties are threatened by combinations or misconduct of the employees, the receivers are prompt to appeal to the court for protection, and they receive the protection. It follows, therefore, with equal reason, that whenever an employee claims that he has been improperly treated by the receiver, who is an officer of the court, or by one of his subordinates, that the employee has the right to call upon the court for a hearing, and, if proper, its protection.

Recognizing that the court should be very careful in interfering with its receiver, Judge Speer holds that there are cases in which the court would not only be justified in doing so, but would fail in its full duty if it did not give to the employee that protection which the court alone could give. Reciting the facts brought out in this trial, Judge Speer said:

Now, what do the facts show? They first show that the relations of this conductor with the Central railroad were exceptional. He does not stand in the attitude perhaps of any one of the other fifteen conductors discharged at the same time with the intervenor. He has a contract with the company—a contract the consideration of which was valuable to the company because of his own gallantry in risking his personal safety in an effort to save a passenger of the company from injury and loss of limb, or perhaps life, constitutes a most meritorious appeal not only to the officers of the company, but to the court operating the properties. If such an officer with such record had been in the employ of the receiver, and the fact had been merely called to the attention of the court, in the absence of anything tending to show that the man was an unworthy officer, the court would of its own motion have directed that he be retained in the service of the receiver. It would have been an act of humanity which the public would have the right to expect from the court. Its result would have proven its wisdom. It is the same spirit of

elevated justice which makes the Southern Express Company, for instance, pension its old and honorable employees, after a life-long service of strict rectitude; and which makes the government pension a man who has lost health and endured wounds in the service of his country. It is true that the receiver and the superintendent, in both of whom the court has the same confidence and respect, that it has for integrity, ability and manliness of the counsel for the receiver who has conducted this case, were not aware of the conditions of this contract with Mr. Geeslin, and besides we are quite sure that if they had been aware of that contract there would have been a much more thorough investigation of these accusations when they were made in the outset by the detectives. They would not have acted upon what seems to the court to have been the unsupported statement—not even sworn to—of three detectives. The testimony of these men under cross-examination was insufficient to support their reports. It is stated in the testimony of the superintendent that there was other evidence but analysis shows that there was no reason to discharge this man. It must, therefore, have been the testimony of the detectives which was the principal and influential motive which prompted his discharge. Now, what was the testimony? As presented to the receiver and the superintendent at the time Mr. Geeslin was discharged, it was merely the official report of a detective agency in St. Louis stating that the conductor had been guilty practically of larceny of the cash fares. This court, as it has heretofore stated cannot permit an employee of one of the great trusts under its control, or of any trust under its control, to be discharged upon the unsupported report or statement of a detective. The court has not held at any time that it would refuse to act upon the testimony of a detective, but it was not the testimony of the detective upon which the receiver acted. It was the unsupported report of the agency to which the detectives themselves made a report altogether ex parte, which itself was not supported by an oath, or by any other method which gave it the authenticity of evidence. That is as far as the court stated in the outset, and as far as it will state now. What was there beyond that? It appears from a statement of Mr. Harris that for a long time, twelve months, Mr. Geeslin's return of cash fares averaged several dollars less than other conductors on the road. Mr. Geeslin on the stand and under the fire of examination and cross-examination was called upon to explain that discrepancy, and frankly said he could not do so. But it occurred to the court that while a man might be deficient in the amount of cash fares that he had collected, yet he might, when the ticket collection was also considered in connection with his cash fare collections, make a showing which was just to the company and not inconsistent with his own integrity, and therefore we stopped the case and directed that the officers of the company should furnish evidence with regard to his ticket collections, and ample authority was given to his counsel to examine into the records. The examination was made, and as the court understands the testimony, after listening carefully to it, and to both counsel for the receivers and argument on the other side, it appears from the reports of two months, which a witness wholly indifferent in the case, testified are two average months of the year 1893, that Mr. Geeslin ran \$9.25 per diem ahead of the other conductors running opposing trains, when the tickets and fares were taken into consideration. Unquestionably that is the fair rule to adopt. It is not fair to confine attention merely to the cash fares collected, or tickets lifted, because both enter into the receipts of the railroad company, and into its emoluments, and the collection of both therefore reflect either upon the efficiency or want of efficiency of the conductor. Now, it is true that those estimates were made but for two months, but they were taken from the final reports in the auditor's office, which is the highest record of the receiver. It is frankly admitted that there were no such reports for other months of the year, and because of the abnormal travel about Christmas it would perhaps be unfair to take December into the calculation. That seems to be to the court a fair method of estimating the efficiency of this conductor, unless it is otherwise shown that he was inefficient. Very well, an attempt is made to show that he was inefficient, by a number of reports rapidly collated from various books of the agents along the line of the Southwestern Railroad, which collation or collection is made after this examination is had in Savannah and just before they are admitted in evidence in court. Now, it is in evidence by the testimony of Mr. Byrd that this sort of evidence is the very first character of proof which the railroad has to rely on to determine the honesty of its conductors. The agent makes his report, and the conductor makes his report—they are made simultaneously. They go into the office together. They are handed to skilled clerks. Any discrepancy either in cash fares or ticket

collections are called to the attention of the agent or the conductor, and explanations are heard, and then when the true and just result is arrived at that result is recorded on the final report, which report these two months of October and November of the year 1893 were taken from. I think that report is much higher evidence than the original entries of the various ticket agents at the various ticket offices along the line of railroad—more satisfactory evidence. It is the evidence upon which the court must rely for the honesty of the conduct of this receivership. Something was said to the effect that it was merely statistical, but all of it is statistical in a certain sense. But surely the honorable, upright and most excellent accountants in charge of this great property would not permit the final statement to go upon the records of the railroad in Savannah if inaccuracies existed in them, which inaccuracies could be detected. Every case requires that the court should exact the best evidence of which the nature of the case demands. And this final report, after it has passed the fire of all the accounting officers of the Central Railroad and Banking Company, is the best evidence, and the court therefore accepts it. Very well, then it appears from the records of the company itself that this gentleman has not only been an honest conductor, but he has been a more efficient conductor than others running on the same line. Certainly, then, there was no reason in that for his discharge. While it is alleged in his answer that he refused to collect fares from multitudes of men, a multitude of them were brought as witnesses, and some women, black and white, and many of the men who were brought here, and some of the women, were of an appearance which impressed the court that they were people of the first respectability, and I believe all, with no exception, denied utterly the charges in the answer that Capt. Geeslin had carried them without collecting fares. One lady who seemed to speak truthfully, who testified manifestly under great embarrassment, stated that Capt. Geeslin had carried her twice from the nearest station to Geneva or back without requiring a fare of her, but it appeared from her statement that she got on the train without telling Capt. Geeslin that she had no money, and, of course, no gentleman in the employ of this court would ditch a lady in the country merely because she wanted to ride five miles and did not have the money to pay her fare. Again this man has put his character in issue, and in all my experience as a judge and lawyer, running through more years than I care in this presence to admit, I have never seen a man who was more thoroughly demonstrated to have an absolutely good character for truth and integrity. Every class of the community appeared in his favor, bankers, merchants, even men of such great piety as ministers of the gospel; commercial travelers and many others testified that they knew him well, many had known him all of his life, and all agreed that he was a man of most blameless and unexceptionable character, and certainly a man's good character, if ever worth anything to him, is worth much on an occasion of this sort.

Taking it all in all, the court does not think that the receivers were just or judicious when they discharged the intervenor, especially in view of the fact of this contract which he had with the Central railroad. Mr. Geeslin, it is true, wrote a bitter letter to Mr. Kline, but he wrote that under the mental stimulus and excitement naturally flowing from his unexpected discharge, and the court, in view of the manner in which we propose to treat this matter, will expect him to write a letter of apology which will be sufficient in the opinion of the court to redress the breach of discipline. The court will act officially as a board of honor between the two gentlemen on this subject. Mr. Geeslin also has a claim for damages. In the view which the court takes of this case, on account of the charge of larceny, in the answer of which there was not even probable cause, the court will require Mr. Geeslin to abandon the claim for damages against the

receiver on condition of the fact that the court will decide, and now decides that he shall be restored to his office as conductor of the Central railroad, on the same run and under the terms of his contract, and that he be paid his back pay from the time he was discharged.

No conductor is justified in appropriating to his own use any of the money which he collects on the part of his employer, but when charged with dishonesty, he has a right to a careful and impartial investigation, and if convicted, he has a right to know that it is upon the evidence of those whose testimony is worthy of belief. It is difficult to understand by what course of reasoning the conclusion is reached that a man who is employed as a detective is any more honest than a man employed as a conductor. The spotter is not chosen on account of his having given especial proofs of his integrity; he has never been known to, or seen by, the officers of the railway company who employ him; while the conductor has been in their employ for years and during that time has given repeated proofs of his loyalty and devotion to their service. The temptation to take that which does not belong to him is as strong with the spotter as it is with the conductor, while the opportunity for him to pocket the fare for a round trip which he does not make, and report it as paid to the conductor, is better than the opportunity for the conductor to take it after it has been paid to him. It does not hurt a conductor's feelings to be watched if he can know that he will get a fair hearing and decision if any discrepancies or irregularities are reported. Judge Speer's estimate of the worth of the evidence of the professional spotter is accurate and the manager who dismisses old, tried and true employes upon his unsupported evidence, does an injustice, not only to the dismissed employe, but to the company whose interests are in his keeping.

We regret to see so many railroads in the hands of receivers, but if the appointment of receivers and the operation of railroads by the Federal Courts is to continue, it is to be hoped that the judges in those courts will pattern after Judge Speer in according to the employe the same right and the same consideration that is accorded to the employer or to the property owner.

RAILROAD EMPLOYMENT AND ITS RISKS.

The report of the statistician of the Interstate Commerce Commission has been handed to the commission, and it contains much information valuable to anyone interested in railways or the railway world. Exhaustive statistics relative to railway mileage, classification of railways, equipment, capitalization and valuation of railway property, earnings and expenses, public serv-

ice rendered, etc., etc., are given. On the subject of employes it says:

The total number of railway employes on June 30, 1891, was 779,608, a decrease, as compared with the number on June 30, 1893, of 93,994, or to 76 per cent. This is a smaller number employed than in any year since 1890. This decrease is, of course, due to the heavy falling off in traffic and the endeavor of the railways to economize. On the basis of four persons being dependent on each wage earner, it shows that over one-third of a million of people have been deprived of their regular means of support,

The class of employes showing the greatest decrease are rackmen, the decrease for this class being 29.443, or 16.34 per cent; the next largest decrease is 19.890, or 18.91 per cent, for laborers and other unclassified employes.

Under the head of accidents it shows that:

During the year 1,823 railway employes were killed and 23,422 were injured, as compared with 2,727 killed and 31,729 injured in 1893. This marked decrease in casualty is in part due to the decrease in the number of men employed, and the decrease in the volume of business handled. The increased use of automatic appliances on railway equipment also may have rendered railway employment less dangerous and it may be that the grade of efficiency of employes has been raised.

The number of passengers killed was 324, an increase of 25, and the number injured was 3,304, a decrease of 195. Of the total number of fatal casualties to railway employes, 251 were due to coupling and uncoupling cars, 439 to falling from trains and engines, 50 to overhead obstructions, 145 to collisions, 108 to derailments, and the balance to various other causes not easily classified. To show the ratio of casualty, it may be stated that 1 employe was killed out of every 428 in service, and 1 injured out of every 33 employed. The trainmen perform the most dangerous service, 1 out of every 156 employed having been killed and 1 out of every 12 having been injured.

The ratio of casualty to passengers is in striking contrast to that of railway employes, 1 passenger having been killed out of each 1,912,618 carried, or for each 41,103,228 miles traveled, and 1 injured out of each 204,248 carried, or for each 4,709,771 miles traveled.

From this it will be seen that if it were possible for the railway employe to care as effectually for his own safety as he does for that of the passengers, his life would be longer and his lot a much more pleasant one. The railway employe assumes a risk in the performance of his daily duties which he is not compensated for, and which the public, who are ready to claim him as their servant, have never appreciated, and we believe that

it would neither be appreciated nor compensated for if the public, as represented in the government, owned and operated the railways

That there is a tendency toward the use of safety appliances is shown by the statement that:

During the year 1,579 locomotives and 30,386 cars were fitted with train brakes, and 1,197 locomotives and 34,186 cars were fitted with automatic couplers. While the gain in the use of both these safety appliances is largely in excess of the increase of equipment during that year, it cannot be considered as showing a marked tendency toward compliance with the law, as 74.80 per cent of the total equipment is still without train brakes and 72.77 per cent without automatic couplers. The law requires that all equipment shall be supplied with these safety appliances before January, 1898, while it requires that all cars shall be provided with grab irons or hand holds and drawbars of a standard height by July 1, 1895.

The average individual among the traveling public utterly fails to appreciate the awful record of fatal and crippling accidents which occur to railway employes. The statistical figures in that connection can not be too often repeated: "The trainmen perform the most dangerous service, 1 out of every 156 employed having been killed and 1 out of every 12 having been injured," and that in one year. The majority of these accidents would be averted if the available safety appliances were in universal use. The public should be shocked upon seeing the records and should furnish a public opinion in support of the law requiring the use of safety appliances which will insure an enforcement of and a compliance therewith.

SPECIAL SESSION LEGISLATION.

The calling of special legislative sessions is growing to be popular, Illinois having followed the example set by Missouri in that regard. Governor Altgeld's call, setting forth the purposes and thereby limiting the performance of the special session, contains many points which will be generally commended. The need for some measure which will provide for the state a revenue equal to the appropriations recently made appears to be generally conceded. There is also reason in the second of the subjects enumerated for consideration, reading as follows:

For the creation of such a revenue law as will compel all persons and corporations to pay their full share of taxes on property owned or held by them and to compel foreign corporations to pay a reasonable license fee or tax for the privilege of doing business in the state.

No one who has given the subject unbiased consideration will question the fact that the great burden of the taxes of this country rests upon the small home owner and the moderately wealthy, while the large property owners go comparatively free. It may be urged with some reason against the attempt to enact new laws on this subject that those we have would be good enough if they were only enforced, but the fact remains that they are

not. A great wrong is constantly being committed against the poorer people in every community of this country through the facility with which the rich are allowed to evade the payment of their just proportion of the taxes, and something must be done to put a stop to it. If the present laws are good enough then measures should be taken to secure their enforcement without fear or favor, and if they are not strong enough they should be amended until they are. No government depending for its support upon the good will of the people can long survive while burdened with such open and unblushing injustice as this, and the sooner a change is made the better it will be for all.

There is a growing sentiment that the courts of this country are not all that they should be, and every honest effort to increase their efficiency and to place them on a higher plane where all, regardless of condition, will be received upon an absolutely equal footing, will be regarded with general favor. It would seem that there could be no question as to the need for laws preventing the employment of children in such a manner as to

stunt their development, physically, intellectually and morally, and thus prevent the enforced growth of a low order of citizenship." Leaving the humanities entirely out of the question, the tendency of the times is too much toward the employment of undeveloped and unskilled labor at a rate of wages entirely in keeping with the efficiency, leaving the heads of families to meet this enforced and degrading competition or tramp. The encouragement of women and children to take the place once held by men is responsible for more of the so-called labor trouble of the times than is generally admitted. Where the work is needed no one will question the right of the woman to be equal to that of the man and her pay should be in keeping with the service rendered and not on a sex basis; but thousands of places are held in this country today by girls and women who are in no actual need of them and had much better be at home giving place to men who have families depending upon them. The same is true of children only in a much greater degree. At the time when they should be in school laying the foundation of good citizenship, they are kept in workshops and factories and even worse places, dwarfing themselves physically and mentally, educating themselves for ignorant and vicious lives, and at the same time taking the places which should be filled by men of mature growth. Any attempt to remedy this evil should be encouraged and it is to be hoped that the law makers of Illinois will give this suggestion thoughtful attention.

Though much good may come to many branches of labor through intelligent action upon the governor's suggestion favoring a state board of arbitration, we doubt if any great good can accrue to the railway employe. As we have repeatedly

urged, the rulings of our federal courts have brought such a great majority of the roads of the country directly under the general law that there is but little left for the states to do in this matter. Any state board would find itself in conflict with the interstate commerce law and utterly powerless to accomplish any good results in 99 out of 100 cases, and the maintaining of these separate bodies would be found to be a useless waste of the peoples' money. All hope for reform in this direction rests in a national board, wisely chosen and supported by laws which even the ingenious railroad attorneys will find impossible to evade.

The suggestion for the enactment of such legislation as "will relieve outside free labor of competition of convict labor without doing violence to the taxpayers," is eminently worthy of consideration. Though the question may be of too great magnitude to be successfully handled at a single session, some vigorous and decisive action should be taken. Keeping the convicts employed is of course desirable, but if in order to do so honest laborers must be thrown out of employment there can be but one logical result, and that is, the more honest laborers that are thrown out of work on account of competition of convict labor the more convicts are made. Idle men are always dangerous men, and if any must be idle let it be those who have been convicted of wrong doing, and who are where they can be prevented from doing further damage.

The representatives of the people of the state owe it to themselves and those who have honored them, to give careful consideration to these matters, and to take such consistent action as will afford a measure of relief from the strained, unnatural and dangerous conditions which exist.

The bakers of New York have reason to congratulate themselves upon the victory they have won in securing the passage of a protective law by the legislature of that state. Under its provisions a day's work is to be limited to ten hours, and all bakeries are to be kept in a thoroughly sanitary condition, subject to the most rigid inspection. The fight was won against the most desperate opposition, and if the members of that union continue to display the same zeal and devotion many such victories await them in the near future.

The past month has been full of festal days, held in honor of newly completed waterways, showing that the old method of transportation is holding its own even against the boasted and aggressive progress of the railroads. New York participated in the festivities, celebrating the

completion of the canal, which is eventually to give passage for ships of the heaviest tonnage from the Hudson to the Harlem river. Canada has just formally opened the "Soo" canal which gives to that government an independent connection between Lake Superior and Lake Huron, and the entire civilized world has turned aside to do honor to that magnificent product of German enterprise and engineering skill, the Kiel canal. All these tend to show that the waterway is still in the race and may yet become a most formidable competitor with the rail.

The carpenters and painters of San Francisco have devised a plan of practical co-operation which is giving homes to many of their number who otherwise would be unable to own them. When one of their members has saved money

enough to buy a lot and the necessary lumber, they get together the following Sunday and build his house for him. Quite a colony of these comfortable homes have been built up in one of the suburbs of that city, and others of the same kind will soon follow. The value of this work is not to be measured by dollars and cents alone, as the good feeling thus engendered will add strength to the organization and make it invulnerable, should the hour of trial ever come. Something of the same line of work could be taken up by the same and other organizations in other cities with much advantage.

What is announced by the daily press to be a new labor party has been recently started at Pittsburgh under the title of The United Labor League of Pennsylvania. The purpose of the new organization is to secure legislation favorable to the interests of labor, and, with the backing of all the organizations in that great state, much good should be accomplished. It is to be hoped, however, that the mistake of placing an independent ticket in the field will not be made. Experience has shown beyond all question that the fact of holding the balance of power does not insure the ability to carry an election independently. The workers of Pennsylvania may well take a lesson on this point from their brethren of New Jersey, who propose forcing the leaders of the old parties into giving them justice. If thoroughly organized and honestly supported the new party can unquestionably secure the support of the candidates of one of the old parties for measures which will benefit labor, but all efforts toward the election of an independent ticket will prove barren of results save as they advance personal ambitions.

The movement looking toward the organization of the railroad employes of New Jersey into independent political clubs is progressing rapidly, a definite plan of action having been adopted on the 8th ult. Under this plan, as outlined by *The Railroad Employee*, one of these clubs is to be formed at once in each railroad center of the state. It will have the usual complement of officers, including an executive committee of seven, whose particular duty it will be to interview candidates and report upon their availability to the club. It will require a two-thirds vote of the club to endorse a candidate, and when one of these gentlemen has broken faith with the organization he will be forever debarred from its support. The executive committee will also appoint a poll committee, the members of which, together with other members of the club, will remain on duty at the polls throughout election days. The

state board will consist of the officers of the general legislative board, together with the presidents of the local clubs, and all candidates for state office will be considered by them. A two-thirds vote of this body will be required to endorse any candidate, and a list of those endorsed as well as those refused must be sent to all the local clubs. Candidates are to be judged by their records, and not by their platforms or pledges, but, at the same time, the greatest care is to be exercised to protect aspirants from injustice or injury. As they are entering upon a new field of labor their plan must in the start be largely experimental, and will be modified as experience demonstrates the need for change. It is unquestionably a move in the right direction, and, as it stands, offers more hope for ultimate success than any other attempt that has been made in the same line. Railroad men the country over will follow this undertaking with the closest attention, and all will hope for it a measure of success far beyond the brightest anticipations of its founders.

The May number of the *American Federationist* contains an interesting article on the "Circle Check," the latest device of the friends of labor to assist in bringing about practical unionism. In describing this check and its uses the writer says:

The circle check is a small blank card issued at present to dealers selling union goods by the central labor bodies at Newark and New Brunswick, N. J., Danbury, Conn., and soon to be issued by those at Omaha, Neb., Denver, Colo., and other places. Union men, their relatives, wives and friends trading at such union houses on making a purchase call for a circle check. The dealer notes upon this check the amount of the purchase, stamps it with his name and hands it to his customer. The latter takes it to his union as proof that he has done his duty by the union cause in bringing business support to his fellow unionists in his own and other trades. The unions in turn send these checks in to the central body to prove that they are helping other unions. The demand for the checks proves to the union dealer that some portion of his trade comes from the friends of unionism, and the greater the call for the checks the more union goods will he be disposed to keep, and the greater heed will he pay to the fair requests of organized labor. Should he attempt to become unfair, hire non-union help, or put in scab or counterfeit label goods, the central body recalls his checks, or stops giving him more. Union buyers will soon notice that something is wrong through their failure to get checks; they will go elsewhere in search of them and the unfair dealer will speedily discover the error of his ways and proceed to make reparation.

It is not the purpose to make this check take the place of the union label, but rather to reinforce it, and at points where help has long been needed. The trades will be expected to look after their particular labels, and where they are not treated fairly, to report to the central body at once in order that the unfair dealer may be brought to see the error of his ways by having his checks taken from him. Wherever tried the new plan has proved wonderfully successful, and it promises to be just the help the trades union movement has been needing. If the members of

the various unions will support it honestly and zealously there can be no reason why hundreds of buyers who are not members, but who are in entire sympathy with the cause, cannot be induced to call for the check, and thereby add greatly to its force. "Push it along."

All great reforms are the result of slow changes; no matter what the apparent moving cause, the workings of each can be traced through years of preliminary struggle. Apparently diverse agencies frequently work together to the same end, and if they could be brought together from the start how great a saving might be made. This fact was never more true than it is today when we have two great economic schools, with ostensibly the same ends in view, obstinately pulling against each other and thus making any real advance impossible. The immediate adoption of the plan advocated by either would result in a revolution which could not but be detrimental to the best interests of any nation; requiring years of discord and dissension before affairs could possibly adjust themselves to the new order of things. So well established is this truth that the more conservative of the supporters of both schools will accept no plan which does not provide for a gradual transfer from the old to the new. If this be the fact, and we imagine it will not be questioned save by the radicals, who will never be content with anything short of revolution, it certainly should not be out of reason to hope that common ground may be found where the two can unite their forces in onslaught on the common enemy. Our present system of raising public revenues is not all it should be and it would certainly be infinitely better if all men were compelled to pay for governmental support and protection in proportion to the amount they have at stake or, in other words, according to their ability. Here is a reform that can be accomplished if all who are in interest will only make an earnest and unflinching fight for it, subordinating their other economic ideas for the time to the one purpose. The ostensible object of our present laws is to make all men equal in the matter of taxes, hence the reform could be brought about without revolution or, in fact, without any material change save in the manner of enforcement. This reform is needed, it is practicable, and its success would be not only a step in the right direction for the whole world of economists, but would be a distinct gain for all the common people of the nation. It would possess this additional advantage that no fears need be entertained regarding the results of the experiment, or its effect upon the diverse interests of the country, and it is so nearly in line with the thought

of both schools that its success would be a genuine triumph for both. To the observer it seems much nearer the part of wisdom to unite all reform forces in one definite practical purpose than to continue the present hair-splitting strife which can have no valuable result beyond demonstrating to the satisfaction of one contestant that his adversary is either an *ignoramus* or a fool. Why not make an honest effort to get together in support of this principle and see if the good thus obtained would not more than counterbalance the trifling sacrifices of opinion required?

Much time, energy and thought have been expended by railway officials in an effort to perfect a standard code of train rules, but it has proven, so far, impossible to devise or construct rules covering important points, which will fit the occasion on all roads, or which are acceptable to all managers.

The rule upon which most difference of opinion is entertained, and which has been most difficult to bring to a "standard," is the rule for flagging, or, in other words, protecting a train from collision with other trains when stopped or delayed. All practical trainmen are acquainted with the complicated provisions of rule "99" with its instructions to count telegraph poles and place torpedoes, and every practical railroad man knows that no rule can be laid down fixing the distance at which a train shall be flagged without taking some risks or fixing an unreasonable distance. The nature of the road, distance at which flag can be seen and the grades, must all be taken into consideration.

Realizing the inconsistency in the old rule, the late meeting of the American Railway Association adopted in its stead the following:

99. When a train stops or is delayed under circumstances in which it may be overtaken by a following train the flagman must go back immediately with danger signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of the train must be protected in the same way, when necessary, by the fireman.

There you have the whole matter in the words "must go back immediately with danger signals a sufficient distance to insure full protection." Add to that the employment of intelligent, experienced men, at fairly liberal salaries, and all the protection needed is provided. The adoption of a rule, is, of course, necessary, but in flagging we would place much more dependence in a reliable, wide-awake flagman, who is possessed of good common sense, than in any arbitrary rule that can be framed. No matter what the rule may be, its execution depends upon the man, after all.

In an effort to improve upon the rule governing train rights at the time a new time card goes into

effect, the Association only made matters worse by adopting three rules and leaving it optional with each road as which of the three it will adopt. One rule declares that trains shall assume the time and rights of trains of corresponding number on new card, and one declares that when a new card becomes effective the old one, with its trains, rights, etc., dies, and trains can only be moved under special orders. There you are, and there is no doubt but that the "standard" rule is clear as mud. This is a question upon which a uniform practice could be established and followed with safety, and there is as much crying need for a uniform rule in this regard as there is, or was, for a uniform code of signals. We prefer the practice of having trains proceed on the time and rights of

trains of corresponding numbers. That practice need not seriously delay any, as those that would be delayed can be "helped" by the dispatcher, and it materially relieves the dispatcher. However, either rule will do if adopted as a standard, and it is difficult to understand how the managers can expect their employes to thoroughly and uniformly understand rules upon which the managers themselves cannot agree.

If there is any object in a standard code, it is that men who leave the employ of one railway company and enter that of another, need not learn or become accustomed to a different code of rules or signals, and it seems that there is no more important question in that connection than determining the rights of trains in connection with a change of time card.

COMMENT.

The extent to which the temperance movement has broadened out recently is one of the most encouraging signs of the times. It is only a little while ago since the temperance people refused to consider any question in connection with the good of humanity, from a material standpoint, other than the immediate suppression of the liquor traffic. Seeing the misery, poverty and crime which were directly traceable to the vice of drink, they fondly imagined that if the strong arm of the law could only be invoked for the suppression of this vice all other material good would follow, and it was with considerable bitterness they attacked the motives of others who refused to look upon their view of the case as the Alpha and Omega of reform. But they are fast beginning to discover that there are other evils in the world besides intemperance, and they are awakening to the knowledge that the surest way to make men temperate is to first relieve them from the brutalizing influence of poverty and want. Said Miss Willard, during her annual address at the convention of the World's W. C. T. U., in London, on June 19: "It was only our ignorance of the condition of the industrial classes that magnified a single propaganda and minimized every other, that led temperance people in earlier days to believe that if men and women were temperate all other material good would follow in the train of this great grace. There are millions of men and women in Great Britain and America who would gladly work, but the pitiless restraining hand of invention and monopoly hold them back, so that an opportunity to earn their bread by the sweat of their brow is already fought for as strenuously as men in other times fought for their lives. Under this pressure of relentless competition men

are ground into dust, and that by a heavier heel than old-time tyrannies could boast, and they seek forgetfulness in those indulgences whose hallucinations deteriorate body and soul. They drink and debauch themselves; they gamble; they seek gross scenes of amusement and revelry; on the one hand they try to forget, and on the other to crowd into the brief space given them for recreation the utmost possible amount of sensation and delirium."

Now that the truth is recognized we may expect that these very earnest reformers will really do something of importance for the cause of temperance—which is but one aspect of the cause of humanity,—by joining hands with other reformers for the removal of the incentives to intemperance.

* * *

"He possesses, in short, all the qualities which go to make up the successful business man of modern times. In business transactions he is known to split a penny in one hundred parts, but in private life is known to be very liberal."

This quotation is from a "write-up" of one of the representative business men of a great city, which appeared recently in a metropolitan journal. It exhibits the narrowness and unnaturalness of that thing called business. The business man is compelled by the necessities of his environment to pervert all the finer and nobler instincts of his nature. If he is naturally a whole-souled, liberal-minded man, with broad sympathies and generous instincts which would lead him to feel for the misfortunes of others, and extend a helping hand to the unfortunate brother who is struggling against odds in the battle of life, he must stifle all this; these are virtues to be ex-

hibited only in private life. A business man who is partly human must live a double life. He must exhibit the human part of himself only in private life, while in business hours he must be merely the unfeeling, unnatural automaton, capable of splitting a penny in one hundred parts, knowing nothing but business, and feeling for none but himself or the interests he represents. These are the qualifications of the successful business man. It is said that ninety-five per cent of the men engaged in business ultimately fail. It is a hopeful fact that only five per cent of our business men are able to acquire the requisite degree of unnaturalness to make them successful; if they were all successful, we should have a merry world, indeed! Perhaps the day is not far distant when the ninety-five per cent shall discover that there is a natural method for the satisfaction of material wants, and give up the impossible struggle to conduct the affairs of the world on business principles.

* * *

Apropos of this matter of business, a correspondent of one of the leading financial journals of the country recently gave some advice to bankers which deserves to be quoted, as showing a reason for the dignified taciturnity of that species of humanity in its dealings with the common herd, which many of us have no doubt been at a loss to understand: "Bankers should not talk very much," says the writer, "especially to an applicant for a loan. The banker should maintain a respectful, dignified silence while the applicant explains his wishes. If he knows at the start, as many do, that the loan is to be refused, let the applicant do all the talking. The banker's silence will greatly embarrass him, and by the time he has told his story he will have divined the banker's reply from his actions, and be glad to end the interview and hurry away, really blaming himself for expecting the loan, and respecting the banker for his sagacity. On the other hand, if the banker had pleasantly bid the applicant the time of day, invited him to a seat, and said, with blandness: 'Well, Colonel, what can I do for you today?' and then heard his application, and entered into a discussion, and perhaps made an unpleasant explanation why he could not accommodate him, the applicant would have gone away disgusted, and said that the banker was not much of a business man!"

Thus do business men codify boorishness. And we send our young men to commercial colleges to

learn this sort of stuff, and call it education!

* * *

One of the most inconsistent and hypocritical cries raised to defeat laws enacted in the interests of workingmen is the cry about "class legislation." Fully nine tenths of the laws on our statute books, both state and national, are class laws. Under our governmental practice we can have nothing else but class laws; it is that practice which gives us such a complicated maze of laws that not one person in a hundred can tell anything about what the law is on any given subject, until after seeking expert advice, and even then the advice is just as liable to be wrong as right, because the expert lawyers themselves are generally all at sea about the status of the law. There are mighty few laws, indeed, that are not enacted or interpreted in the interests of a class. If it were not for the class interests which continually seek and obtain recognition in legislation we should have very few laws, and the few we did have would be of the simplest character, and so easily understood by all that there could be no possibility of giving them more than the one interpretation. Our judges and lawyers know this as well as can be; they know that our whole body of law is class law, that laws are enacted and repealed continually at the solicitation of class interests, that the sessions of our legislatures are merely ignoble battles of class interests, each seeking to own as many of the legislators as may be necessary to accomplish its purpose, which purpose is to obtain as much law in its favor, or defeat as much as may be unfavorable, as possible. And yet, whenever it suits their purpose they go into paroxysms of virtuous indignation at the very suggestion of class legislation! The supreme court of Missouri has recently been indulging in this sort of mental gymnastics to the detriment of laboring men. Two years ago the Missouri legislature enacted a law forbidding corporations to discharge employees who refused to sever their connection with labor organizations, and providing penalties for its violation ranging from a fine of \$50 to \$1,000 and six months' imprisonment. This law was brought to the attention of the supreme court, and on June 18, Justice Sherwood filed an opinion declaring it unconstitutional, because, forsooth, it is that too utterly un-American thing, class legislation! Class legislation is, of course, a terribly bad thing, but then it all depends on which class one is talking about. See? "B."

BORROWED OPINION.

When oppressed, labor looks toward the camps of organized labor for relief; when enjoying a fair degree of prosperity, it looks in the opposite direction. It is wise to remember if there are no well drilled and well equipped soldiers in the camp, relief is impossible. If organization is for the purpose of affording protection, such organization should be maintained upon a plane making it possible to protect.—*The New Era*.

Those who are friendly to organized labor, and especially union men, must remember that in demanding that the table be on goods before they purchase them, they are benefiting labor very materially. When you go into a store, ask for goods bearing the table. In this way you will compel your dealer to carry a stock of goods which are made by union men, and you are at the same time assisting other persons who believe in obtaining living wages for services rendered.—*Sioux City Labor Bulletin*.

When working people cease to be selfish, when each individual loves his neighbor as himself, there can be instituted a brotherhood of man. When the human race becomes thus enlightened, no labor organization will be necessary to protect working people, and judges and juries will be reminiscences of former generations. An organization built upon the supposition that working people have already reached this degree of perfection will prove a bitter disappointment to its promoters, and they will soon realize that they are victims of misplaced confidence.—*Locomotive Firemen's Magazine*.

We have received a communication calling attention to a legislative freak. It is a protest against the law passed last winter by the Minnesota legislature authorizing county authorities to loan the sum of \$100 to habitual drunkards on their individual note, and for a period of five years. The correspondent contends that if the county or state has any right to loan money to men to cure drunkenness, it also has a right to loan money to respectable citizens who desire to "cure their poverty." The editor of this department decides that the "point of order" raised by our correspondent is well taken.—*Harry Franklin, in St. Paul Pioneer Press*.

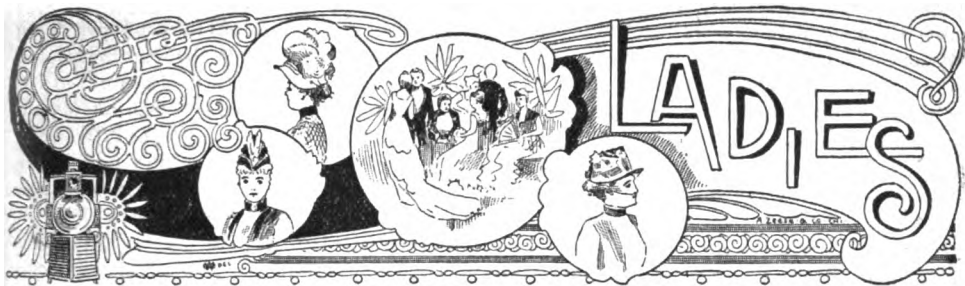
We look hopefully toward a government of reason and equality, and an employment in which men will be looked on as neither slaves, children, nor imbeciles, with their thinking powers relegated to the care of the taskmaster; we hope for an administration of government wherein the employer and the employed will be equal in the contract between them, and where they will stand as equals before the moral and statute laws. For such a condition of affairs the Brotherhood of Railroad Trainmen is working, not by the argument of force, but by the logic of reason, asking for fair legislation, not looking for any special privileges,

but only seeking fairness in employment and equality before the laws of the country.—D. L. Cease, in *Railroad Trainmen's Journal*.

I have no doubt in my mind but the day will come, not only in America, but in the whole world when labor and capital will be in such harmony that aggression will not be needed, and strikes will be a thing of the past. In order to reach this beautiful, harmonious state of affairs, we must be up and doing. Every honorable means should be resorted to to increase our strength, by bringing into our ranks all non union men and educating them to our way of thinking. Each and every union man must put his shoulder to the wheel, and every man will have to make a "long pull and a strong pull and a pull altogether," and to pull together is the best pull of all.—*The Carpenter*.

The chief pillar and strength of the social structure is popular faith in the impartial justice of organized society. This confidence once destroyed in a country, patriotism dies, respect for law ceases, and social order is imperiled. When the masses see such lordly violators of the laws as these trust barons robbing the public with impunity, while the unfortunate who steals a peck of potatoes with which to feed his hungry children is sent to prison, the common faith in the justice of society as represented by the courts receives a perilous shock, and minds not well regulated are liable to be thereby prepared for the seed of anarchy. The real danger to social order in this country, so far as any exists, comes not from such as John Most and his foreign ranters, but from the example of the highly "respectable" lawless who are now practically above the reach of the laws and the courts.—*Des Moines, Ia., News*.

There is something supremely ridiculous—or it would be were it not for the element of pathos which underlies all human efforts—in the way the social reformers of different schools whang at each other. Life is short, at best, and it does sometimes seem as if there was something better worth seeing and doing than to achieve the glory of persuading somebody that your neighbor, in the words of the immortal Dogberry, has "written himself down an ass." But the "halfwise" man may perchance only convince himself by some such exercise of the modicum of wisdom that the good Lord has vouchsafed him. There is probably no greater felicity for a certain class of intellects than to most stridently bellow from the housetops that in their orthodoxy lies the salvation of all things and the emancipation of all mankind. There would not be so much objection to this, did not they so infringe the law of equal liberty as to grate upon the nerves of those who prefer to seek salvation through less blatant pathways.—*The Labor Leader*.

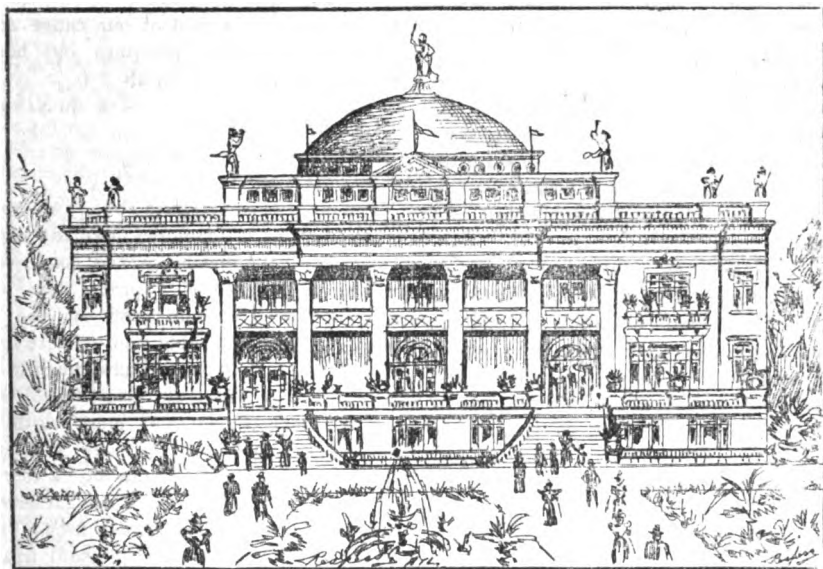


Editor Railway Conductor:

Since my return from Atlanta the time has been so wholly taken up by the great amount of work incident to adjusting the affairs for the new term, that it hardly seems possible the middle of June is with us. When we realize the past three weeks have gone with all they signify to us who have been in attendance upon the recent session of the grand convention of the Ladies Auxiliary to the Order of Railway Conductors, at Atlanta, Ga., we somehow almost feel we have been remiss in publicly expressing due thanks and appre-

everything the C. H. & D. R'y. Co. owned was ours.

At Cincinnati we were formed into an excursion party from all sections of the country. The many pleasant acquaintances formed with the representatives of our Order, and the Conductors' wives who are not yet (but should be) members, will abide with us while memory lasts. It is an impossibility to note even a beginning of the many courtesies we received en route. As one enjoyment was passed only to give place to another, we thought every occasion would be the



WOMAN'S BUILDING—ATLANTA EXPOSITION.

ciation for all we enjoyed. But firmly believing the old adage, "Better late than never," I at this time take up my pen, feeling how utterly inadequate I am to properly portray the many places of interest, the delightful scenery, the watchful care and attention accorded all.

Leaving Toledo at 11 p. m. on May 12 our party of forty-two were met at the union depot by the Detroit and Jackson delegations. A jollier party never started on a journey. We were assured by Conductor Sullivan, of Cincinnati, that

last; that the supply must surely diminish, while the demands were so great, but we soon learned that the resources of southern hospitality were inexhaustible, and that no other like event was ever managed with the skill that characterized this particular round of enjoyable entertainment. It has been said "railroad people" travel more, see more, and enjoy more than any other class of people, but with all our boasted capacity in this direction, on every hand we were met by more than ample provision for our every known want.

It would be to do violence to the tenderest sentiments of truly grateful hearts if special attention was not called to the untiring efforts of the local committees to secure everything for the comfort and enjoyment of the Ladies' Auxiliary. Never have such provisions been made for us; never have the Ladies' Auxiliary received the recognition, the true loyal support, the kind and careful consideration so freely accorded them by the Brothers of Division 180, O. R. C. It is a step in the right direction, and to prove to the whole Order, to which we are auxiliary, that we appreciate the thoughtful attention, the kindly considerate notice accorded us, we resolve from this occasion, as an "Order" united for education, improvement, and advancing the interests of the women of our class, we will never betray the trust. We will ever maintain the position, and we will finally achieve success, and place this Order in the class with the successful achievements of the noble women of our generation. We tender the heartfelt thanks so richly merited, and will retain the remembrances to be treasured for all time to come. We also express the hope that the future will have in store for you and yours such happiness as we enjoyed during our visit to the south. Long live Division 180, O. R. C.

It is the purpose of the Advisory Board of the Ladies' Auxiliary to get the work adjusted to conform with the changes adopted at our recent convention with just as little trouble and expense as is consistent with maintaining our position. The new rituals will be furnished Divisions organized during the six months previous to May 1, free, and to all other Divisions at the actual cost of printing and postage. Arrangements will be made after the new ritual is in form to instruct Divisions not represented in Grand Convention. June 1, I mailed every Division President the new semi-annual password. I am working hard to get everything in readiness for working under the "new order." Everyone is eager for the change, and it will be brought about as soon as possible. Never has the interest been, in any sense, to be compared with that now manifest. The new term promises to be one of progress. Indiana has taken the lead, having received several more applications from this state than any other. Texas takes second place; Wisconsin third. Many inquiries come from places far distant from any of our Divisions, and I trust it will not be long ere we establish Divisions in Canada and Mexico.

Earnestly desiring the support and co-operation of every Division, I have the honor to be

MRS. J. H. MOORE, G. P.

Toledo, Ohio.

Editor Railway Conductor:

Again it is my pleasant duty to report to you from Columbia Division No. 37, and the fact that we are prospering adds to that pleasure. At a recent meeting we added to our list Sister Murphy of this city, and also Sister Hayes of Waterloo, and we hope to have others in the near future. Persistent effort will be necessary if we succeed, but I feel confident that our members have the right spirit and will assist in promoting the pleasures and enlightening the lives of all conductors and their families.

Our President, Sister Butre, has been quite ill, but we are pleased to be able to report that she is now on the high way to recovery. We missed her greatly from our last meeting. When Sister Watson and daughter returned from Atlanta the latter was very ill. She is now improving, and we all hope to hear of her speedy recovery. Not long since we had the pleasure of hearing Sisters Watson and Francis give detailed accounts of the Grand Division meetings, and of their trip south, all of which were highly interesting.

The vacation season is now upon us, and it is to be hoped that none will allow its pleasures to drive from mind the good of our cause and our beloved Order. With greetings and hopes for the continued prosperity of all.

MRS. J. NANHOLZ.

Cedar Rapids, Ia.

Editor Railway Conductor:

Vermont Division is quite alive, and now that the sound of the war trumpet has died away in the distance, we hope that peace and good will will prevail. Experience is a pretty dear teacher, but to those who care to profit by the lessons taught, a most profitable one. There has been some change among our officers, much to our regret. All feel the loss of Sister Bannister, our efficient Chairman, and our most worthy Vice-President, Sister Kent. Sister Jackson now holds the gavel, and, by the way, a very pretty one it is—made of laurel wood gathered from Lookout Mountain, Tennessee; brought all that distance as a reminder of her pleasant trip south, and presented to Vermont Division as a souvenir of the same. We were glad to receive the souvenir program, representing the principal streets and buildings of Atlanta, and giving a chance to look upon the faces of the Grand Officers. Sister Jackson, as delegate, brings in a most interesting report of the convention. It formed the most interesting feature of our last meeting, and at the suggestion of our President Sister Jackson was given a vote of thanks with much gusto, and I think when one feels that their efforts are appreciated, it

is more satisfactory than anything else. Among so many earnest workers we may expect that much has been accomplished for the good of the Order, as results will undoubtedly show. I am pleased to learn of some changes that must declare a marked improvement.

Where a Division can possibly convene other than on the Sabbath day, how much better the influence I admire the principle of the Brother who signs W. H. T. in the January number of THE RAILWAY CONDUCTOR, and who is not afraid to express his opinion when he says: "There is one thing I do not like, and that is meeting on Sunday I feel that I am not doing right, and hope it will not stay this way always." Three cheers for you, Brother! I wish that there were more Brothers and Sisters that would hold to the right in this respect. I cannot believe that any one

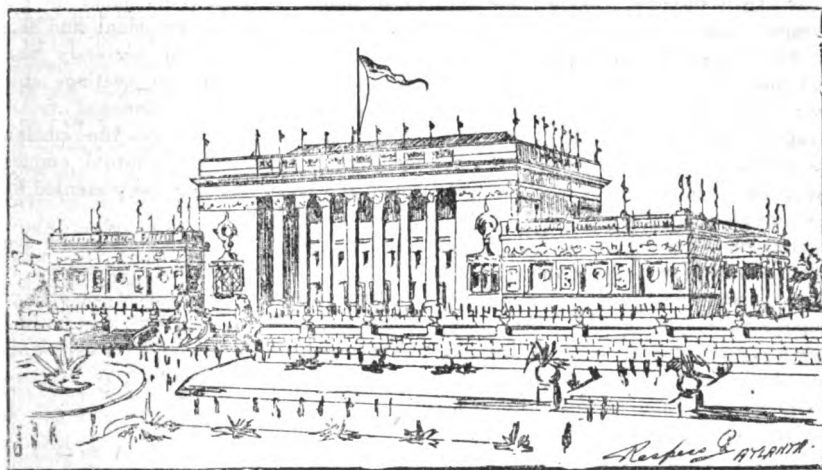
I remain a most interested reader of THE RAILWAY CONDUCTOR.

MRS. G. H. PECK.

St. Albans, Vt.

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Editor Railway Conductor:

The account of the Grand Division meeting at Atlanta, contained in the June number of THE CONDUCTOR, calls to mind the fact that we have no Division of the Auxiliary in our city. I think it would not only be very pleasant if we had one, but that it would be a success in every sense of the word. There are quite a number of O. R. C. ladies here, and if they had a Division I think they could be of great assistance to the members of that Order, besides making life a little less stale on the desert. In the summer almost everyone goes to the coast for the heated term, but the winters are very dull for want of amusement. I



FINE ARTS BUILDING—ATLANTA EXPOSITION.

can conscientiously turn the Sabbath into a fete day, and what else can you call it, after reading a description of a jollification participated in after the installation of a Division. Do you ever think of it, with your hand upon the Book of books?

Again, when a member or officer is continually seeking for the greatest gain individually, is such an one living up to his obligation?

St. Albans has met with quite a loss recently. A large portion of its business blocks were entirely swept away. It was, indeed, a sad sight, and it seemed almost incredible that in a few hours' time there could be counted so many families left desolate and homeless. However, the call for help met with ready response, and all were soon cared for. When the burnt district is rebuilt our city will show a marked improvement.

should like to see some of the ladies here interest themselves in this matter, and am confident they would be very successful. I think of no place where the ladies are all better able to assist in such work than they are here, and the pleasure derived from it would be very welcome where the amusements are so limited. If some of the members of some Division would write here, they might get the ladies interested. It is certainly a good work, and I wish the members of the Auxiliary the success they so richly deserve. I sincerely hope Needles will wake up and be represented at Los Angeles in '97.

Hoping these few lines will have the desired effect, I am, AN O. R. C. MEMBER'S WIFE.

Needles, Calif.

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Editor Railway Conductor:

The convention is over, and those who were

privileged to attend, have returned home full of enthusiasm, thereby adding to the regrets of the "stay-at-homes," of whom I, alas, was one. 'Tis hoped that a new impetus may be given to the work, and that the record of the next two years may excel that of the past.

Sister Logan wishes to extend her thanks to the members of the convention for the effort made to secure the insurance for her husband.

When I wrote before I unintentionally omitted mention of the pin presented by our Division to our retiring President. Sister Lewis made a beautiful little presentation speech, which was answered suitably by Sister Gillen. Our annual hop was very successful—as all of our entertainments are—both socially and financially. During the evening a beautiful silk quilt was raffled, and was quite a source of revenue. At the same time a most elegant quilt, "perpetrated" by Bros. Arnold and Ed. Williams, was raffled for the good of the Order; 'twas elaborately adorned with almost everything from a fine blue calico warhorse to a rather dilapidated "Trilby" stocking, with a most artistic pink bow covering a very in-artistic hole in the heel; the fancy stitches were many, of several grades of twine. Bro. Arnold was the lucky(?) winner, and as 'tis a "thing of beauty" we trust it may be a "joy forever."

We wish to thank the Brothers of Sedalia Division for their kindness in selling tickets. Our teas have been continued regularly, and they increase in popularity all the time. Sisters Hartel, Kimmens, Lewis, Marsh and O'Meara have entertained us since the last letter. Our President, Mrs. D. J. Ryan, gives the next, and we hope to have a regular gathering of the clans that day. At our last regular meeting ten dollars from the charity fund was donated to the Railroad Men's Home in Chicago.

Several candidates are ready for initiation when we will try the new work; altogether the outlook is bright for No. 11. We send greeting to all Sister Divisions, and congratulations to our new Grand Officers.

MRS. JNO. B. FRENCH.

St. Louis, Mo.

Editor Railway Conductor:

Not very frequently has Detroit Division No. 44 been represented in the columns of THE CONDUCTOR, but allow me to say that our silence has not been due to lack of prosperity, either socially or financially.

Our socials, which have always been attended with success, have been discontinued for an indefinite period, owing to the attention required by other modes of entertainment.

At a recent meeting we were invited upon by a

committee from Division 48, O. R. C., proposing that we assist them in giving an excursion, to which we unhesitatingly acceded.

Upon further discussion among the members Wal Pole Island was accepted as the most favorable place; the time appointed July 25. Accordingly a committee was appointed to proceed with the necessary arrangements, and steamer Sappho was secured to carry the merry party, leaving here at 8 a. m., returning at 6 p. m. Music will be in attendance, and an enjoyable time is expected by all who participate.

Our membership has increased but little during the past season, but we stand in fair prospects of an additional number in the near future. I wish to remark that we have thus far been fortunate in procuring good efficient officers, and will venture to say that no Division could obtain more enthusiastic workers than our President and Secretary. Since our organization our Secretary has never failed to occupy her chair at meetings, and to her we largely credit the existence of our Division. In appreciation of her services the remaining Sisters secretly purchased a beautiful emblem pin which at a recent meeting was presented to her by our President.

At our last meeting resolutions of sympathy with Sister Grand Secretary-Treasurer, Mrs. E. Higgins, were adopted. We have also been called to offer our condolence to our President in the loss, by death, of her brother. With kind greetings to all

Detroit, Mich. Mrs. C. W. HITCHCOCK

Editor Railway Conductor:

Victory Division No. 69, L. A. to O. R. C., was organized at Pierce's Hall, April 6, by Sister H. P. Hodges, Cleveland, Ohio, and Sister T. B. Watson of Cedar Rapids, Iowa.

The following officers were elected and installed for the ensuing year: President, Mrs. J. H. Pierce; Vice-President, Mrs. G. S. Hayden; Secretary and Treasurer, Mrs. J. R. Nun; Senior Sister, Mrs. S. V. Montrose; Junior Sister, Mrs. J. H. Brown; Guard, Mrs. R. Prichett; Delegate, Mrs. I. O. Wilkenson; Alternate, Mrs. J. R. Nun; Correspondent, Mrs. D. E. Funkhouser. After the installation of officers our husbands joined us at the home of Sister Pierce, where refreshments were served. The evening was spent in games and music, and was greatly enjoyed by all.

Victory Division is not very large in number, but remember many times great things have been accomplished where there were only a few. We are doing a good work now, and hope to grow larger and to do more in the future.

Our first social was given at the home of Sister J. H. Brown, April 21. A delightful time was

had, and a neat little sum was added to the treasury.

Sister Heins presented her husband with a ten pound baby girl at an early hour one day last week.

Our President was unable to attend two meetings, being confined to her bed with rheumatism, but we are glad to say she is able to be with us again.

MRS. D. E. FUNKHOUSER.

Ft. Madison, Iowa.

Editor Railway Conductor:

I have been talking convention all day, and (please don't tell any one) all night, too. You see, when one has company and they just talk and talk away into the "wee sma' hours," why, what can you do with them? You just have to talk, too, to keep them company—for 'twould be very impolite to go to sleep. How delighted I would be to see all the Sisters I met in Atlanta, especially the ones I was more or less associated with. I can shut my eyes and imagine I hear Mrs. Clark (from Frankfort, Ind.) giving her order for dinner in French, and that waiter, poor fellow, he made believe he understood everything she said (we did, too, but it was all Greek to us—but we don't want her to know it). Then there comes Mrs. Simms, (St. Joseph,) looking cross at us for ordering sherbet (and, on the sly, tasting it herself). That was a jolly crowd that sat at that dinner table—there was only one masculine in the crowd, and very often, yes, quite often, he turned up missing, was off to a barbecue and "sich like"; then you should have seen the great bunches of roses that always preceded him when he did come in, as peace offerings to his wife.

I fell in love with the south, especially Atlanta, and its people; there were ladies I met that I shall never forget. You know we sometimes meet people that we feel as though we had always known—well, that is the way I feel toward some of those ladies—but, as a general thing I like everybody and can find good friends every place I go. I thought all the delegates I met, and I met all of them, were a nice, friendly set of ladies, and such a gathering of "Stars" and Rebekas, and naturally they drifted together, for ah! my Sisters in the L. A. that are not members of either of the above mentioned societies, if you knew the bond that draws and holds us together, the obligation that holds us firm, when we take the obligation not to traduce the name of a Sister, (perhaps not those words, but similar,) that means just what it says. There is a warm feeling there that makes itself felt. Now, why can't we, as Sisters in the L. A., be toward each other in the same way? If we would only think of the

"Golden Rule" before we say or do something against one of our members—why can't we lay aside these little jealousies and bitter feelings—remember, what is an honor to one of our members is also an honor to all the rest of us. If we have a bitter feeling in our hearts against a certain person, why does it do us any good to harbor it and do something to hurt them to "get even." In the end such work always returns like a boomerang and we are the ones who receive the hardest blow. I truly wish that every person in this world could feel good toward his neighbor. Of course, we are sometimes deceived in our friends; we will find out they are not as "fancy painted them," we hear things they have said about us, (and there are always plenty to tell), then we are hurt and vow never again will we believe in them, never forgive—we tell this to everyone that brings us more tales. Well, I've come to the conclusion that that's all nonsense; now, perhaps, if we could hear what was being told the other party we'd be astonished to think we could ever be led into saying such things. So, my friends, it's best and safest to forgive and forget; it pays in the end—'twould be a dreary thought if we were certain the good Lord would never forgive some little sin of ours.

Now, just see what I have drifted into, and when I commenced this letter I intended to write pure nonsense. Some of the convention Sisters will be surprised at this streak of "soberness" in my make-up, but you know it's the unexpected who keep the world full of life and make the pulse throb.

As I said before, I have a warm, friendly feeling for every member of the L. A. I met in Atlanta, and I believe most of them felt the same toward me; perhaps some did not, but I'll forgive them if they will only take out a policy in the insurance. There, I heard someone say "I knew she had some sort of an ax to grind; all that preamble wasn't for nothing." Now, you ought not talk about me in that way, for the ax is ground, good, and sharp too, but, dear me, I do hope it won't cut off any member's head that is insured until after we get the price in the treasury.

Now, I shall talk business. I wish that every member of the L. A. would take out a policy in the insurance. If you think the benefit not large enough to do you much good, why, it may do some Sister's family a world of good. Two hundred dollars isn't much, to be sure, but it's enough to bury you and pay all the bills, (that is if you don't want your funeral too swell,) also, it's a nice little sum to leave the little one, and by the time it needs the money will be large enough to do some good. It's a cheap insurance; there is to be

no extra assessments unless absolutely necessary, that is, for instance, if three or four Sisters should take it into their heads to all die at one time, or in the same month, then it would be a necessity; but just think, the assessments for one year will only cost you \$3.60. You can surely spare that much to help some Sister that has to leave her family, and it may be you or I that has to go first. I want all the members of the L. A. to take out policies, and above all things, I want you all to live forever. After you have sent in your application and received your policy, then be very careful of your general health for your own good, and, also, for the good of the insurance treasury.

The insurance papers are not quite completed, but, when they are, I will notify each Division and send instructions, and the President will ascertain how many will join the association. They will then elect a sub-agent and to her I will send the papers, instructions, etc.

Hoping that 1,532 members send in applications for membership in the Insurance Association, I am
Yours in T. F.,

Chicago, Ill.

MADGE E. SEWELL.

Editor Railway Conductor:

Division 62 is one of the infant members of the Auxiliary family, and like all young children of the present day, wants to be heard and noticed. We have not achieved anything very wonderful yet, but want to let our Sister Divisions know that we are not idle and all in good working order. Our membership is twenty, with an average attendance of twelve. We have had two pleasant ice cream socials which have brought us before the public as an organization, and paid us for our trouble, financially as well as socially.

On Tuesday, June 25, at the home of Mrs. E. E. Ruben, the ladies of the Auxiliary were nicely entertained, Mrs. Brown assisting Mrs. Ruben. The table was decorated with cut flowers, and the menu was daintily prepared and served. This reception gave us all an opportunity to meet our Delegate, Mrs. Walters, who had lately returned from Atlanta. Altogether the event was most enjoyable. Several Auxiliary families are about to go to Lake Emily to try country life: row, get sun burned, and come back to tell us, who are less fortunate, what a good time they had camping. On account of their absence it is likely we shall have a quiet time as a society, for a few weeks. We hope to see them come home ready to put their

armor on and work hard for the success of the Division. "62."

Stevens Point, Wis.

Editor Railway Conductor:

Having looked in vain for some mention of Foot Division No. 68 in THE CONDUCTOR, it gives me great pleasure to inform your readers that such a Division really exists, and that though few in number, we are getting along nicely. We have been organized nearly three months and have twelve members, ten of which are charter members. Our officers are energetic and untiring, and we feel sure of success. We would urge all conductors in Kansas City who read this to get their wives interested in this work. Get them to inquire into the aims and purposes of our Order. By so doing we feel sure they will join us heart and hand, that we may bear life's joys and sorrows together, and find in each other a friend. We would be pleased to meet ladies from other Divisions.

KITTIE SHIPP.

Kansas City, Mo.

Editor Railway Conductor:

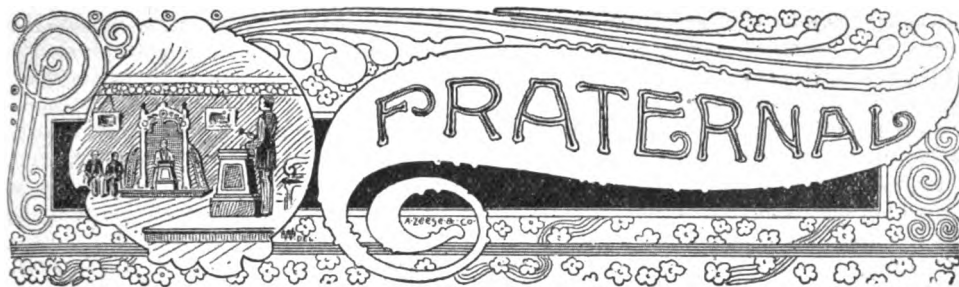
Division 46 has had some ups and downs since last you heard from us. Sister Dunlap has been called upon to mourn the loss of her husband, who was taken away on the 24th of March last. The burial was held at Llyndman under the auspices of the O. R. C. and the L. A., the members of both organizations being present in a body. The sympathy of both Divisions goes out to Sister Dunlap in her hour of supreme sorrow.

For the first time in its history, the charter of 46 is draped in mourning in memory of a Sister. On the 23d of last April, our beloved Sister Dormer was laid to rest at Westernport, by the members of the L. A. to O. R. C. and L. A. to B. L. E. The floral tributes of both organizations were beautiful.

Our thanks are due the members of Martinsburg Division for their kind invitation to be present at their organization. The letter came too late for our acceptance, but we were with them in spirit, and hope that success may attend them. We attended the installation of officers by the L. A. to B. L. E., which was a grand affair and very enjoyable for all present. Just before leaving for Atlanta our members gave their delegate a surprise party. I was unable to be present, but from the reports of those who were more fortunate, judge it must have been a pleasant gathering.

Cumberland, Md.

MRS. J. W. WALSH.

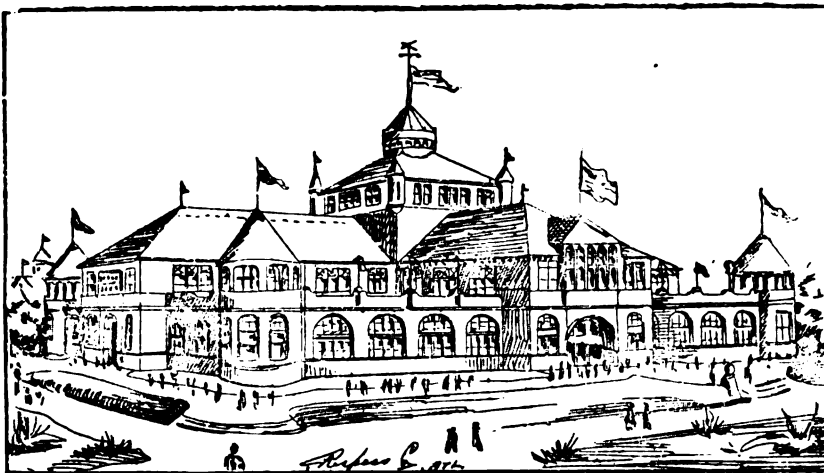


Editor Railway Conductor:

I have been appointed a committee of one to write something for THE CONDUCTOR. Never having had any experience in this line, I hope if any extra switches are made the boys won't "hol-ler" too loudly.

The Brothers were sorry to learn of Brother Daniels leaving the office of Grand Secretary and Treasurer. I don't think any of the Brothers here were well acquainted, personally, with Brother Daniels, yet we all felt as if we ought to be. Most of our members carry insurance, so had more or less business to transact with him.

quainted here and would like to know all about us, I will give a list of the Brothers working out of here. On passenger runs we have Brothers S. N. Cox, W. F. Smiley, S. E. Harvey, R. Reilly, John Wilson and F. D. Thompson. On freight runs we have Brothers R. D. Wilcox, A. H. Miller, G. W. Harpster, W. W. Coffin, C. D. Taylor, H. H. Baird, A. P. Wilson, H. K. Wheat, A. P. Lonquest, W. H. Batten, J. D. Pennington, R. M. Hanna, H. E. Markle, R. M. Snyder, E. D. Conors, W. I. Coates, and H. S. Conkhite. The following Brothers are running extra: A. T. Sherman, A. J. Cates, L. D. Nichols, F. W. Judd,



UNITED STATES GOVERNMENT BUILDING—ATLANTA EXPOSITION.

Our Division felt too poor this year to send a delegate to Atlanta. Our business has been very dull here, and in fact is still that way, but we now look forward to better times this fall and winter, and expect to hear the same old cry, "We must have rest before we can go out." That is a familiar song when they raise corn in Nebraska.

Brother Lonquest had the misfortune to lose his wife recently. He has the sympathy of all the Brothers and railroad men in general in his sad bereavement.

For the benefit of the Brothers who are ac-

J. H. Ralston and J. A. Adams On Table Rock and Lincoln runs we have Brother Joe Kelly and W. B. McIntire. On Chester and Fairmont line Brother T. B. Harris runs passenger, and Brother F. B. Pierce runs mixed run. JACK.
Wymore, Neb.

Editor Railway Conductor:

The regular meeting for May, of New England Division No. 157, was postponed until June 23d, and on that day we found one candidate for the first and four for the second degrees. As this

was our last meeting until September the three degrees were conferred upon all the candidates, and the goat, having been tied up for two months, was pretty frisky, and, seeing so many candidates, he was hard to manage, which accounts for the noise which was heard so distinctly by the members of Mascot Division, Ladies' Auxiliary, who were holding their meeting in the hall directly under ours, and which frightened some of them. We are sorry, and I can promise them it will not happen again, as Brother Varney has taken the goat out on his farm at West Quincy, and he assures us on his return in September, we shall be able to handle him.

We had with us on that date, Senator Geo. A. Reede, of the B. and A., who made an eloquent address, which was highly appreciated. Come again, Brother Reede. Brother Chapman, train master, N. Y. & N. E., was a little late, but we will pardon him this time, as we understand he is learning to ride the bicycle, which accounts for his not being able to say anything, to our great regret. The report of A. H. Brown, our delegate to Atlanta, was listened to very attentively and was very interesting. It was also very gratifying to note the many courtesies the delegates received from the railroads running out of Atlanta. On Sunday, June 9th, through the courtesy of General Manager E. G. Allen, of the N. Y., N. H. & H. R. R., the members of this and other Divisions, with their ladies, to the number of 175, took a special train from Park Square, consisting of four coaches in charge of J. C. Royce, our Chief Conductor, arriving in Providence at 11:10 a. m. There we found the steamer "Hangyourclothes-out" in waiting, chartered especially for the occasion and in charge of Captain Pettey for a twenty-six mile sail along the beautiful shores of Narragansett Bay to Newport. Arriving there at 1:40 p. m. we took dinner at the Aquidneck, where ample justice was done to the many good things furnished by Landlord Neal. As soon as dinner was over, carriages were in waiting for a six mile drive through the principal streets and boulevards, for which Newport is noted, and the points of interest were pointed out to us by our guide, including the three million dollar marble palace of W. K. Vanderbilt, and many other places of equal note and fame. It was not discovered, however, until on our return trip, that we had such excellent talent with us. The singing of Brother C. D. Copp and Sister Silsbee, accompanied on the piano by Sister Haggett, was an entertainment in itself worth the price of the tickets. The whistling of Brother G. A. Merrill, of the B. & A., took the cake, while Sisters Walker and Marr, of Mascot Division, told some funny stories, and were

the life of the party. We had, as invited guests, Station Master Pickering and wife, of the Ply. division, N. Y., N. H. & H. R. R.; Train Master Barker and wife, east division, B. and M., and Train Master Colby and daughter, west division, B. and M. It was truly a delightful excursion and much credit is due the committee on arrangements, consisting of G. A. Silsbee, chairman, ably assisted by Brothers E. A. Haggett, H. D. Copp, J. W. Drake, G. A. Merrill, T. C. Jones, W. R. Robertson, M. H. Marr, W. R. Swan and Oliver Neal, for the efficient and able manner in which the excursion was conducted. We arrived at the Park Square Station at 7:25 p. m., where we separated for our respective homes, somewhat tired, but well pleased with our day's outing. No accident occurred, except to Brother Henry Burnham, who forgot to take water before going up Braintree Hill, which caused some delay, but by timely assistance reached home in safety.

Boston, Mass.

G. E. S.

Editor Railway Conductor:

The month is nearly gone, another letter is due from Division 44, and the question arises, what shall we say; but we will have to grind out something in order to hold our "yob" and "rep," as a scribe for this Division.

Since our last letter, 44 has gained several members, both by initiation and by transfer. We average about thirty-five Brothers at each meeting, so you will observe we are "still doing business at the old stand."

The Gulf, the A. T. & S. F., and the Union Pacific roads did a rushing stock business last month, and it promises to continue for a month or six weeks yet. This fact has been a Godsend to many railroad men in this community, and has kindled a ray of sunshine in the homes of so many that have been out of employment all or part of the winter. We are glad to say that we find but few Order men unemployed, and in fact but few respectable railroad men whose records are not under a cloud.

Brother Kissick, our esteemed Delegate, and wife, as well as all of the others from Denver, who attended the Grand Division, arrived safely home, highly elated over the delightful trip and the courteous treatment received en route from the large-hearted southern people, who have such a world-wide reputation for unlimited hospitality. Our people had many good things to tell us relative to changes for the good of the Order, of which we would like to make mention, but will leave the room for some one more competent.

Brother Jack Ryan is quite ill from something like cancer trouble, but we are happy to say it is

not cancer, and he is on the mend. Brother Baldwin is about the same as a month ago in regard to health.

Brother Bartlett has resumed his position as night yardmaster at the union depot. Brother Lon Pierce is doing duty as stationmaster at the same place. He has just returned from a trip to Hot Springs, Arkansas, where he has been treating for rheumatic troubles a month, and is considerably benefited by the trip.

Brother Frank Conboy is making lots of friends among the male portion of our population, while introducing Brother Willards' latest device for holding a lady's hat in position.

At our last regular meeting the big-souled Brothers of 44 voted the local dues to all short-footed and short-handed or otherwise disabled members of our Division, and to say that all of those worthy Brothers who were active in bringing such a measure about have the heartfelt thanks of those benefited by the act, doesn't express it by a large majority. For our part, we felt more grateful than we would a few short years ago, had we been presented with a \$10 gold piece "coppered" by two silver dollars, for we can see many more things we need than our little old skimmed milk salary will buy.

We have met none of the Auxiliary ladies, except Mrs. Kissick and Mrs. Hinkley, and then could not get a chat with them. We understand that Mrs. Hinkley was a grand success as delegate and her report was most satisfactory. We knew she would please them, 'cause why, we have known Mrs. H. too long to expect anything to the contrary.

"HOT TAMALES."

Denver, Colo.

Editor Railway Conductor:

Division 161 is not "dead in the shell." We are all prospering here on the M. K. & T., and I think we have as good a set of officers to work for as any railroad in the union. Mr. L. W. Welch, our superintendent, and Mr. Chas. Wirth, our trainmaster, are gentlemen in every sense of the word. Any conductor in trouble can get a fair and impartial hearing before them, and the boys all respect and esteem them very highly.

Our Delegate, Brother E. L. Green, gave us a very complete report of the doings of the Grand Division, which made us feel very proud, indeed, to be represented by so able a gentleman.

Our worthy Secretary, Brother A. O. Brown, attended the Grand Division as a visitor, and, although his hair and beard are getting quite grey, Brother Fessenden says he, Brown, enjoyed himself like a boy with a new red wagon; at least, there was nothing in Atlanta, or on the trip to

Florida, worth seeing, that Brother Brown did not get a glimpse of.

Our Chief Conductor is regularly at his post and insists upon the Brothers attending as regularly as possible; and right here I must say that is the only drawback to 161, although we usually have a fair attendance. We could do a great deal better if we would, in that respect.

We have one Brother in our Division that we think has missed his calling, for, although he is a No. 1 conductor, we all think he would have made a great name had he become a lawyer, judging from the exhibition of his skill as such a few meetings since—and that is Brother B. L. Taft.

Parsons, Kan.

"PUNCH."

Editor Railway Conductor:

Our Delegate, Brother W. J. Weir, returned from Atlanta heavy-laden with good tidings of the Grand Division. He addressed No. 36 in such an able manner, for about an hour, that he filled every listening Brother with enthusiasm, and all were sorry they were not with him. Brother Weir speaks of Atlanta in highest terms, and one would readily infer from his statements that the convention was a splendid success in every sense of the word. I feel that the kind-hearted people of Atlanta succeeded well in their efforts to place joy and happiness in the hearts of the Delegates, and members of the Order and Auxiliary. The many interesting features of the closing day must have been grand, especially to those receiving presents as tokens of esteem, loyalty and appreciation of faithful performance of duty and untiring efforts to advance the good interests of the Order and Auxiliary. I venture to say, long will be remembered the 25th session of the Grand Division.

Returning to local events, I wish to state that Brother F. H. Stouffer has been elected as Secretary and Treasurer of 36 to fill the place made vacant by the resignation of Brother Ira Collins. Brother Stouffer is depot master, and can be found any time during the day at the union depot, his office being in that of Superintendent Tates.

Allow me to state to the Brothers that my last month's letter reached Cedar Rapids too late for publication. I shall be more prompt in the future, and trust it will not occur again.

Pueblo, Colo.

J. F. OWENS.

Editor Railway Conductor:

If you will look at the neglected geography of boyhood, you will see a port about midway between Vera Cruz and Tampico; that is Tuxpan. We start up the beautiful river, navigable for fifty miles, teeming with water fowl, a fisherman's

dream, and the hunter's mecca. Each turn of the river causes another exclamation of delight, until finally the fair city of Tuxpan greets the vision. We are enchanted; a short pause—who is that Spanish caballero going yonder? Oh! That is Brother B., formerly employed on the Missouri Pacific, who has just sold his vanilla. That's his burro train there. Instead of "All aboard" or "Vamoose," it's "Hist! hist! hist!" This usually means "Back up," but now it's "Go ahead." We naturally take to the woods until this train passes, as it is not coupled up close enough to suit us. Just as we think we are safe a hand falls on our shoulder and a fierce looking Spaniard says: "Que est a hacienda aqui?" We are about to faint, but give the "hungry" sign in desperation, and find ourselves enjoying the hospitality of Brother Ed. Hohne and sister, Miss Rosita. They make a "fly" of us and we land in the vanilla patch of Brother Werts, whose place is a perfect "keystone," and the key to the beautiful valley of the Zapotel River. This worthy inside guard (we implicate Hohne as the fierce looking, but really worthy, outside battle-ax man) invited us to appear at court a little farther inland. Here we found ourselves dragged before the court of Metlatoyuca and heard the stern voice of Brother Geo. Deits commanding us to give an account of ourselves. Among other things we were required to explain why we were caught under an Ahuacate fruit tree at Hohne's and knocked the blossoms off the other chap's vanilla? Why we tread on Brother Deits' pet coffee tree? Why we looked at the pulque plant on Brother Harlow's place, and tore our clothes on Brother Flibbott's cherished rose bush? We were in a pretty pickle, had forgotten our verses, but Brother Mills came to the rescue and conducted us to Brother Welch, who proceeded to try to kill us on venison and choice frog.

We met a few more of these savage O. R. C. men there; in fact, were surrounded, but made our escape, and now if any Brother who reads this finds himself in that vicinity he will do well to account for himself to Brother Deits. After such accounting he will be a hopeless captive. It is astonishing how many good O. R. C. men are settling up that country, and taking the lead in its affairs. It is a beautiful country, and the conductors all seem to be happy and thriving, with the latchstring ever out and a hearty welcome, a helping hand and plenty of P. F. for all visiting Brothers.

Tuxpan, Mexico.

"12."

Editor Railway Conductor:

With your permission I will try and give you a

little news from Western Texas. Owing to the slack business of June and July and the hot weather combined, many of the boys are taking their annual vacations. Brother McElroy is feasting on the beauties of the Pacific Coast; Brother Wheeler is off to the Santa Rosalie Springs, in Mexico, and Brother Sullivan is away in the Dakotas; Brother Seamonds is in Virginia, and Brother Merriman leaves shortly for the east. Brother Moss has just returned from a two months' trip; also Brother Giroux, who brought a betterhalf to share his joys and sorrows. Brother Ben Moyer took a trip to South America last year, and has not fully recovered from the effects of Yellow Jack at this late date. Brother Penniman is thinking of taking a much needed lay-off for his health. Brothers Sam and Al Moyer, Carne, Hunter and Kennedy are located here with us, and we hope soon to see their transfer to Division 69. Brother Al. Carne is doing a thriving business in the gents' furnishing line, and says it suits him better than punching tickets. Brother Fred Taylor is supplying the wants of the inner man in a very substantial manner at the Sheldon, all the dainties of the season are to be found on his table.

Division 69 is doing pretty well, with an average attendance and an occasional initiation, and our worthy Chief sits on the shady side of his house contented to watch his pets grow, while the rest of us have to hustle through heat and dust to keep the ball rolling.

El Paso, Texas.

GEORGE H. AITKEN.

Editor Railway Conductor:

It has been so long since we have seen anything in THE CONDUCTOR from our Division, I feel almost ashamed, but, as the old saying goes, "Still waters run deep," perhaps that is the case with our Division.

On May 30th we gave our annual May Day ball, and I don't want you to think it was not a success, both financially and socially. Our boys have the reputation of giving the finest entertainments in the land, barring none. Brother David Francis walked away with the silver tea set, and Brother David Miller carried off the ring.

Business has not been very brisk for some time on the B. & O., but we are all looking for better times in the near future.

Our Division was well represented in Atlanta at the Grand Division, and every one of the boys came home with loud praise for the south, and our southern Brethren. If any of them should ever come our way they will always find our latch string out. Our Division is still gaining some new members. We have two candidates to work on

at our next meeting, and will have several more in the near future.

N. G. F.

Newark, Ohio.

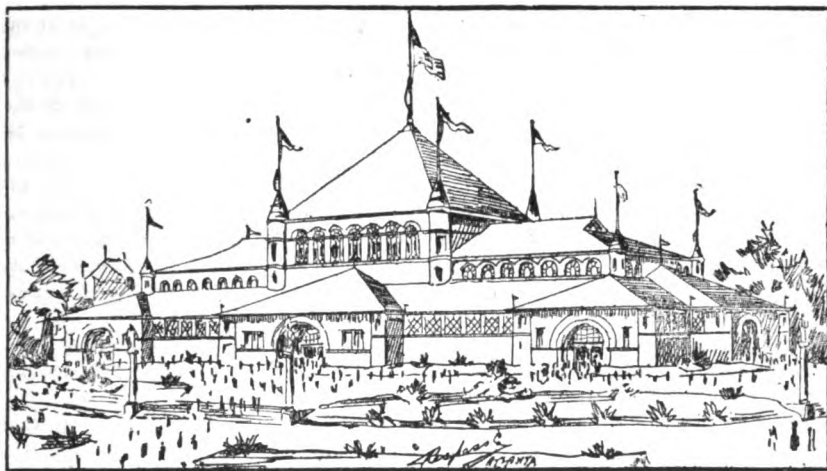
Editor Railway Conductor:

As our Grand Division has met and done its work, I suppose there are many who have something to say as to what was done wrong and what was done right. Now, I take this opportunity of congratulating the Grand Division on its work, and I hope there will be no kick coming from those who are in the habit of kicking. I am truly pleased with what was done for the Lehigh Valley Brothers, and hope all of them will accept what they get with a good heart and have no fault to find with anyone. I am pleased with the officers elected, as they were put there by a constituted majority.

those Brothers had any brotherly love in them they would have said "Well, we can all live, and as this slack time will not last very long, we will take what we get, as the engineers did." Now, you who did the kicking, look back and think what you have done, and if you do not agree with me that you have hurt your own interest, and the interest of the Order, then I ask forgiveness for what I have said. But I believe there are a few Brothers on this line who will say I am right. I want to express my thanks to Brothers Duffy and Dugan for their interest in behalf of the members who lost their jobs, in the Lehigh Valley trouble. I am pleased to see that those non-union men who stood by us in the trouble will be shown that the O. R. C. laws mean just what they say, and that at all times it is an organization of its word. May all the Brothers have luck and prosperity.

La Salle, Ill.

JAMES FINLEY.



AGRICULTURAL BUILDING—ATLANTA EXPOSITION.

I have not heard or seen anything from the correspondent of Division 160 for some time and I would ask of some of the D. & H. Brothers if Brother Ruddy has been kidnapped by the girls in Avoca, and can not get time to say a few words to the Brothers through THE CONDUCTOR. I will say for the Brothers on the C. R. I. & P., that there are some of them who have something to answer for, as the greed of a few has caused a number of our good and true Brothers to return to twisting the brakes again. As far as I can learn, some of the Brothers were not satisfied with making a living and allowing others to do the same, but they wanted all there was in it, and they, of course, got it. But by doing so they caused ten crews to be dropped, and the conductors of those crews had to go back brakeng. and thirty-five brakemen were discharged. Now, if

Editor Railway Conductor:

Horace Greeley, at one time, I believe, said, "Go west"; but I do not think that he would say anything like that to our Grand Officers, if he were a member of our Order today. On the contrary, I think his counsel would be, "Come east more." There is no doubt that an occasional visit from our Grand Officers tends to keep up the interest in the good work of the Order, and the instructions we would receive from them would enable us to hold this interest up to the proper pitch to insure good attendance at all our meetings. Members do not attend in the manner in which they easily could if they so desired. Why, men living only a mile from the Division room do not go much oftener than once a year, and I, for one, would be glad to find some means of bringing them out to every meeting. Visits from

Grand Officers help to educate us up to the standard in these matters, and we would be able to point out means by which we could help the members individually, thereby compelling them to acknowledge that the Order had benefited them, and so refute the old argument that it is beneficial while we live, only in a small way. What we want, is a unity of purpose, and someone to point it out to us so logically and clearly that we can see and understand how to more truly help one another and demonstrate our brotherly feeling so that it will be felt. A good deal of this brotherly feeling is stocked up, ready for use, but the Brothers do not know how to use it properly. I read the "Comments" by "B," in the June issue, and was very much pleased with them, and I hope that we shall "get together" so as to use our political force for our own good, as he points out to us. But we must not "linger longer, Lucy," but get at it at once, so as to have it demonstrated that we have a certain amount of power in our votes, and that we know how, and will use it to the best interests of our members as a whole. We must get rid of our blind confidence in politicians and pin them right down in the seat we want them to ride in; then, if they attempt to swerve from the given lines, we have them.

The most of the passenger boys expect to be more than busy this summer, as we have several large excursions here, the most notable of which will be that of the Christain Endeavor. I don't know whether they selected Boston because of its sanctity or its tendencies otherwise; but, however, we will use them the best we can. Presumably, the majority of the Christain Endeavorers will be conductors, with the O. R. C. heavily represented.

By the way, Brothers, we are going to have an excursion, but goodness knows where, as there are so many places suggested that it rather confuses the worthy Brothers who take those things in hand.

Our Delegate to the Grand Division rendered a very interesting report of that body and its action, giving us great pleasure in the modest way in which he spoke of his own efforts, which the proceedings show were at par with those of any other member. I tell you, Brother Baker is a good one. We all had a good laugh over the joke on Brother Budd, about his failing to bloom. We also enjoyed his little yarn about a certain good looking fellow from '66" who staggered the editor so that he thought there was a life-saving station in Brother Sprague's room. Good stuff, I tell you.

We were pleased with the exoneration of Brother Daniels from the attack upon him, and

his feeling and appropriate response to the presentation of the watch. May we all be actuated by the same high motives and ideals as outlined in this response and address to the closing Grand Division.

Railroad matters are just a trifle unsettled here, and a deal, about to be arranged, may result fatally for the apparently unnecessarily, unfortunate N. Y. & N. E. "122."

Boston, Mass.

Editor Railway Conductor:

Business on the Chicago, Milwaukee, Wisconsin and St. Paul divisions of the Wisconsin Central is dull but is improving, and prospects never were better. The Ashland and Penokee divisions are crowded to their utmost, and business never was as good as now. The company have a contract to deliver 600 cars a day of ore to Ashland, which they haul in trains of forty-two cars each.

The Wisconsin Central Railway Company are contemplating a line from Menasha to Manitowoc, a distance of forty-three miles, where they already have secured terminal and dock facilities on one of the best harbors on Lake Michigan. They have also set the grade stakes between Marshfield, Greenwood and Bateman, which will shorten the Wisconsin division fifteen miles, and when these lines are completed the distance from St. Paul to Buffalo will be 250 miles shorter than by any other route, which should increase their already heavy flour trade.

Brother J. I. Bean is now running the Scoot on the P. E. C. & N. Railway between Marshfield and Port Edwards.

Brothers George Thorn and P. S. Calkins are on the Fitchburg Railway out of Boston.

Brother J. W. Saxton is running on the Ashland division.

The Ladies' Auxiliary is getting along nicely and the socials so far have been uniformly successful.

Brother Murray and wife still rejoice over the arrival of their first girl, about May 15.

Stevens Point, Wis.

P.

Editor Railway Conductor:

Having been away from my native Division for some time, and being a close reader of THE CONDUCTOR, it is but natural that I should long to see something therein from a member of old Stonewall Jackson No. 210. Why don't some of those Brothers stir themselves and give us the news?

I wonder if Brother J. F. D. will remember, of course he does, when a certain Brother about six feet-two went out on a trial trip, broke an axle, smashed in the side of a box car and landed in the

ditch. You know you had orders to make forty miles an hour, and better if you could.

I must mention the very pleasant visits I have had with the members of 67, and the many courtesies extended me by them. It was my good fortune to be present when Brother Hayes, their delegate to Atlanta, reported the doings of the Grand Division, and we all found it exceedingly interesting.

Business is somewhat on the increase in this vicinity, and it makes all concerned inclined to be more cheerful. May the Brothers everywhere have a pleasant and profitable year.

Jesup, Ia.

J. F. PLACE.

Editor Railway Conductor:

The correspondent for our Division seems to have quit or gone on a strike, and it may be that a few words from me will not be unwelcome.

Business around Birmingham is very good, so much better than it was at this time last year, that it doesn't seem like the same place. All the roads are doing a good business and it is to be hoped they may continue to do so.

It was my good fortune to attend the 25th session of the Grand Division at Atlanta, my first experience as a delegate, and I could not but be impressed with what I believe to be the grandest body of organized labor in existence. I have been a strong O. R. C man ever since joining the Order, but after attending the Grand Division it would be impossible to be anything else if I wanted to be. I do wish some of our Brothers who never attend a Division meeting unless they get in the "sweat box" could have been at Atlanta. One day there would have given them a change of heart. I shall never forget some of the good Brothers I met there, especially "Old Long Horn" from the Empire state, and Brother Baker, with his unfailing good humor and ready wit. Unfortunately I was compelled to miss the excursion to Florida, business requiring my presence at home, but every report shows they must have had a splendid time. Two of our members arrived home in good shape with the exception of being all broken up because they could not have such a trip every day. Brother J. H. Carlisle went along and his wife had to call him in as he was about to run wild with no one along to put on brakes. If nothing happens I will be in Los Angeles in '97, whether a delegate or not. Can't miss it now. But say, boys, didn't Atlanta do the proper thing, and if not, O, why?

Birmingham, Ala.

R. W. A.

Editor Railway Conductor:

Being myself an Order man and interested in

its members, I thought I would like to write a few lines to THE CONDUCTOR regarding railroading in South Africa. I hope it may be of benefit to some railroad men who have a desire to visit the "Dark Continent."

There is no employment for an American in this country, and any report about hiring contract conductors and engineers for this country is a myth. What railroad work is done here is all done on the English system, and they pay very poor wages. Guards get about equal to \$65 or \$70 per month, and living is much higher here than it is in the states. On the 3,000 miles of railroad here I can safely say there is not one American employed. Conductors are unknown, as the cars are all compartment cars. Agents collect all tickets. Drivers or engineers get a little better salary, but none make equal to \$100 per month. There are several Order men here who are following other business than railroad work. Some are doing well contracting and others are making some money in hotel business; but when a man leaves the states to come here to run a train or engine he is making a mistake. A person cannot live well here under a pound a day, which in round figures is \$5.00. Like all new countries when gold is a certainty, this is enjoying a boom, but it is almost impossible to get a bed here in Johannesburg, a city of 60,000 people. The climate is not bad, and now we are entering into the midwinter season. Heavy frosts and formation of ice are nightly occurrences. It does not snow but gets quite cold, and it is felt by a person who has not a strong constitution.

Later on I will try and give the readers a pen picture of the country and its progress.

Johannesburg, South Africa.

"ICORA."

Editor Railway Conductor:

It does seem to me that the time has come for me to say something regarding the laws governing our Mutual Benefit Department. The part I think should be changed is in the "disability clause," which should be so amended as to enable me, when sufficiently disabled from any cause to prevent me from running a train, to draw my insurance money. I do not mean disability arising from drunkenness or dissipating in any way, but when I cannot pass an examination by a superintendent on account of wearing glasses or because I cannot hear a watch tick at the proper distance, I should be paid my disability money.

With this money, I might go into some small business and thus support myself and wife. Without it I can not pay assessments, and must drop out of the Department, losing all the money I have been paying in for years.

Now, is this right? If I can get a job where such good eyes and ears are not required, well and good, but if not, then I can go to some home, if they will admit me, and leave my wife to look out for herself in our old days.

Now, I appeal to the members to make these laws so they will benefit all alike. If it cannot be done, then the old conductors, like myself, should look out for themselves and see if they cannot get some other insurance. Some will say, undoubtedly, that such a change in the disability law would make the insurance cost too much.

Let all who feel in that way drop out, there will only be a few of them, and they will be among the younger members. I have paid out more money for the young men than I have for the old ones.

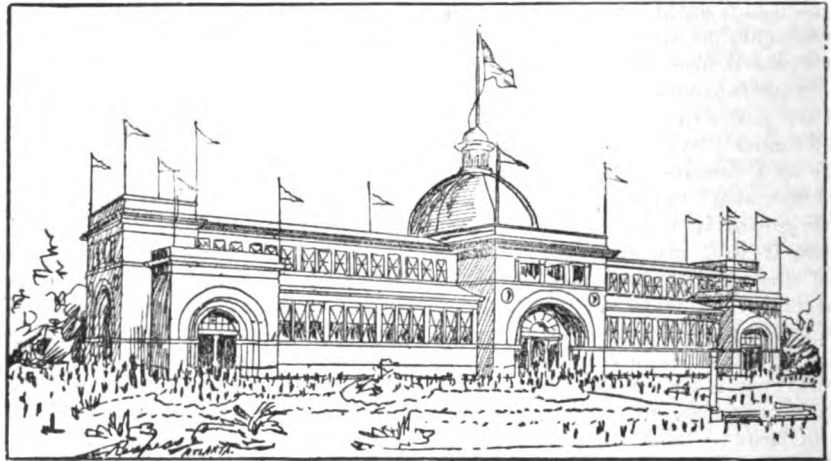
For one, I would like to hear from the Brothers in regard to this.

G. W. HORNER.

Coal Hill, Mo.

as well as to the employee; but I don't think anyone knows what became of the bill, it must have lost its way in the corporation fog. I suppose, if it had become a law it would have been pronounced unconstitutional. I understand, when the bill came up in the senate, some of the Philadelphia and Pittsburgh representatives said, "to h—l with the laboring men," and the bill dropped immediately. Now it will lay dormant in this state for the next two years. The organization men, and the laboring class in general, of Philadelphia and Pittsburgh, should lay low for these corporation tools, as they will call upon them at the proper time with their political smiles; then cut them deep and teach them a lesson, make them feel the effects and power of good, honest men, who uphold nothing but pure legislation, and ask for nothing else.

Business is getting better on the line of the P. R. R., but not up to what it should be, yet.



ELECTRICITY BUILDING—ATLANTA EXPOSITION.

Editor Railway Conductor:

At the last regular meeting of Dauphin Division, June 16th, we had a full house, many coming to hear the report of our delegate on his return from Atlanta. The report was listened to with much interest, and THE CONDUCTOR for June was thoroughly perused by all. On all sides could be heard the question, "How do you like THE CONDUCTOR this month?" Pleasing remarks were passed on the letter from Brother Daniels.

The letter from "122" contains a vast amount of sound sense and plain truth. He speaks of the worth of courts and legislative assemblies and brings out some very fine points, which we should all seriously consider. In my letter last month I spoke of the bill on its way in the legislature of this state concerning labor organizations, which would have certainly been a benefit to employer,

Brother John Kauffman was off quite a long time with a sprained ankle, but is now on duty again conducting test engines over the division very successfully.

The B. of L. E., the B. of L. F., the B. of R. T. and the O. R. C., of this city, are arranging to hold a grand union picnic at Williams' grove, on July 18th, and the committees are hustling to make it one of the best of the season. Energy, mingled with good weather, is very essential to success and enjoyment on such occasions. Energy we have, good weather we earnestly hope for.

Harrisburg, Pa.

MON.

Editor Railway Conductor:

Pear River Division No. 304 gave their third annual ball at Canton, May 23d. We ran special trains from McComb City and Water Valley.

which were crowded with young folks, and it was voted by the large crowd present, a grand success. The large hall was beautifully decorated with palms, moss flowers, and red, white and green bunting. The conductors' wives served refreshments, assisted by sixteen beautiful young girls. Mrs. C. M. Anderson, chairman of the committee of ladies, deserves great credit for the manner in which everything was arranged and the bountiful repast spread. The Canton brass band furnished music during the day, and the Jackson string band for the ball. We cleared \$353, which we think was very good, as we spared no expense to make the ball a success.

At our last regular meeting the members present drafted resolutions of thanks to the following engineers and trainmen who gave their services free: Brothers R. F. Cathey, Benthall and Box, trainmen, and Chas. Hammond and Ben Johnson, enginemen on the Water Valley train. Brothers J. B. Tarsney and Bob. Bowles, trainmen, and Wm. Redman and Jack Cowen, enginemen on the McComb City train.

Brother A. S. Johnson, being the society man of our Division, it fell to his lot to lead the grand march, accompanied by Miss Ellen Morman, of Canton; there were one hundred couples in the grand march, and it was beautifully carried out.

The I. C. is doing a good business down here; we had seven vegetable trains north every day for the past month, besides the other regular business.

We have two candidates for the third degree, and one application for membership. We are all well satisfied with work done by the delegates at Atlanta.

O. A. H.

Canton, Miss.

how they did work! The degrees were conferred on eleven candidates. Some of the ladies were obliged to ride over three hundred miles to become members of this Auxiliary, and they all said it was fine.

We all asked, "Oh, why can't we join?" One Brother said he didn't see why he couldn't go where his wife was.

Division 66 will have work as soon as the fall meetings begin. Several candidates are on the way.

"B."

Portland, Me.

Editor Railway Conductor:

The Home for Aged and Disabled Railroad Employes acknowledges receipt of the following donations for June, 1895:

169	Mitchell.....	\$ 1 00
114	Vance.....	12 00
171	Gibbs.....	5 00
44	Gardner.....	5 00
66	Sheldon.....	5 00
330	Hedgecock.....	2 00
69	Stockwell.....	10 00
235	Loveland.....	3 00
18	Wilder.....	3 10
53	Kollert.....	10 00
161	Brown.....	12 00

Total.....\$68 10

B. R. T. Lodges.....	\$142 25
B. L. E. Divisions.....	102 50
B. L. F. Lodges.....	10 00
Mr. and Mrs. McCullow.....	2 00
Mrs. Hays.....	1 00
Mrs. Watson.....	1 00
Ladies' Societies.....	28 00

Grand total.....\$354 85

F. M. INGALLS, Sec.

Editor Railway Conductor:

The annual picnic of Division 66 took place June 30, when the Brothers and their wives to the number of 135 boarded the steamer Forest Queen at 10 a. m. for a sail among the islands of Casco Bay. After sailing about three hours they landed at Cushing's Island. All made haste to the Ottawa House where they were met by the smiling face of Landlord Gibson. After laying aside wraps and hats and waiting a little for the ladies to curl their hair, for the salt air has a straightening effect on crimps, all proceeded to the dining hall, and oh, my, how good that clam chowder and those broiled lobsters did taste! None save those who were there can tell. After dining they boarded the boat for Portland. At 6 p. m. the Division and Ladies Auxiliary went into secret session. Only routine business was performed at the meeting of 66, but the ladies of Pine Cone,

Division 36 continues to grow like the foliage of summer, and scarcely less pleasing to the eye. We are still gliding along nicely, and only stopping occasionally to receive orders from our Chief Conductor, or take on board a new member anxious to join us on our journey to prosperity and happiness, and share with us the joys of justice, charity and perpetual friendship. Brother W. J. Metz was given the third degree on the 23rd, and the manner in which Brother Metz stayed with the goat caused much laughter by those present. Although Bill stayed with it in all its fantastic and graceful movements, he acknowledges it to be the roughest ride of his life. Brother Metz claims to be the man who rode the trick mule in the circus, and we don't doubt it. Brother G. E. Bradbury, of the F. C. C. R. R., was given the third degree on the 30th, and on account of Brother Metz disabling our goat so badly the Sunday before, it was

unable to skip the light Rocky Mountain fantastic with Brother Bradbury, but went through the Italian bear dance instead. We are now preparing our goat for the greatest effort of his life. We are expecting Mick Mahoney and Jack Brown soon, and we don't wish them to feel slighted in the least. We shall endeavor to have them realize the worth of their money before leaving the Division room, and while our Angory is in such fine condition we expect to see the fur fly in great quantities. We have some very distinguished Brothers on the F. C. C., consisting of P. J. Lane, G. E. Bradbury, H. L. Young and others whose names I am unable to mention at this writing. We often see their smiling faces in our Division room, although they live thirty-three miles away. One of the amusing features of last Sunday's meeting was to see Brother Zimmerman and Brother Black with their heads shaved, and to watch the flies try to stand up on 'em. But they slid off every time.

The ball games of late have kept many of our members from Division. We know there is much fun in watching the shortstops and home runs; but, Brothers, you should allow the Division one out of three Sunday afternoons at least, and for the information of those not present the last two meetings I will state that I was instructed by our C. C. to give notice through THE CONDUCTOR that on account of the warm weather 36 will meet only once a month during July and August, the time set for meeting being the second Sunday in each month. The Ladies Auxiliary are going to celebrate their second anniversary with a lawn social, to be given at the residence of Mrs. W. M. Zimmerman, July 2, which will be a very pleasant and enjoyable affair. I regret it did not transpire in time to give the particulars herein, for I like to write for them as well as for our Order, and I like to see them doing nicely, and would like to see them hustle in many more members. There are a great many more they might get in yet, by those of the members having buggies going after them occasionally with petitions. J. F. OWENS.
Pueblo, Colo.

Editor Railway Conductor:

At the regular meeting of Union Division No. 13, resolutions of condolence with Brother F. W. Cowley and wife, who lost their second daughter, Gertrude Phoebe, with diphtheric croup on the 21st of May, '95, were passed.

Many of the Brothers formerly on the C. S. Division of M. C. R. R. will regret to hear that Mr. Robt. MacKay, for many years Division Superintendent's confidential clerk, is very low with creeping paralysis, and no hopes are entertained for his recovery. Brother Ellis has given up his run

on account of poor health, and is resting from labor, hoping to regain strength so that he may be able to return to some occupation which will not be so hard on his system.

We were favored with a visit from Brother Alex. Forest of British Columbia. He left here some years ago to accept a situation on the C. P. R., and from all appearances the change has agreed with him.

Brother Alf Ellerby was met in Clifton a short time ago and continues to wear the same pleasant smile as in former times. He is at present running on the N. Y. C. & H. R. R.

We intend running an excursion and picnic to that pleasant resort, Port Stanley, on June 20, and from all indications we are going to have a monster one, but what else could we expect, when the arrangements are left in such good hands as Brothers Cowley, I. C. Jones, P. Stewart, P. Markham, and many other hustlers who always have the best interests of the Order at heart. We extend a cordial invitation to all Brothers who may be passing through St. Thomas, or who can make it convenient to be with us on that date to do so, and we guarantee you will have a good time and be warmly received by us.

Business has dropped to the summer standard, and is very dull just at present, but with the opening up of the usual summer excursion trade we expect to see Brothers Sheehan, Noonan, M. Lordan, J. W. Smith, H. B. Paddon, and several more who have uniforms, doing a good stroke of business, for we are sure with such smiling countenances as these Brothers usually have they cannot help but be popular with the public, and a drawing card for the company.

Thermometer from 90 to 96 in the shade and very dry, especially since signing the latest prohibition contract.

UNION NO. 13.

St. Thomas, Ont.

Editor Railway Conductor:

Since the Brothers insist upon 89 being heard from each month, I will endeavor to tell you what we are doing. The weather is very warm and the greater portion of our time is consumed in trying to keep cool. We are having lots of politics in Louisville just now. The state democratic convention convened here this morning, and the all absorbing question is "Silver or Sound Money." The city is full of delegates and several of our Brothers are taking much interest in affairs pertaining to politics, as I notice them circulating among the delegates and shaking hands with the different candidates. Our worthy Secretary, C. S. Dodson, has been endorsed by the Republicans and announced his candidacy for the state legislature, and claims

he is sure of election. Brother Dodson is a hustler and no novice in politics, so you may look out for him on election day.

Some of the Brothers are complaining that they are not receiving THE CONDUCTOR regularly, as they have missed the last two months.

[Please give us, or have them give us their correct address, and we will guarantee that it is mailed —ED.]

Business is good, Georgia watermelons by the train load. Kentucky farmers are boasting of fine crops, which means lots of work for the freight men.

Four years ago a union railway picnic was held at Phoenix Hill, in this city. Among the many speakers from a distance was an old gentleman, a perfect stranger to the audience when he was introduced. He delivered a most eloquent, earnest and logical appeal for the cause of disabled and aged railroad employes. His sincerity and purity of purpose, the happy vein in which he delivered the principal speech of the occasion, not only ren-

dered him the hero of the day but the most popular and best known man present. I had the pleasure of meeting this old gentleman a few weeks ago in Nashville, Tenn., and was again forcibly impressed with his intelligence and strength of character. In the last issue of THE CONDUCTOR I find an able article over the signature of this grand old man, L. S. Coffin.

We had a large meeting last Sunday in the Division room, and quite a display of oratory, shafts of original humor, flights of rhetoric, cloud-reaching illustrations, and eloquence sufficient to have done credit to the veteran rostrum speaker. A letter from our former Chief Conductor, L. L. Ludwick, now located at Temple, Texas, was read; he was enthusiastic in his praise of the "Lone Star" state, and lavish in his expressions of gratification for the kind treatment accorded him by the O. R. C. on the Gulf, Col. & Santa Fe R. R. We initiated one candidate, which is evidence that we are still on the increase.

Louisville, Ky.

MACK.

THE SWEETS OF LOVE.

Honey sweet, sweet as honey smell the lilies.
Little lilies of the gold in a ring;
Little censurs of pale gold are the lilies
That the wind, sweet and sunny, set a-swing.
Smell the rose, sweet of sweets, all a-blowing!
Hear the cuckoo call in dreams, low and sweet!
Like a very John-a-dreams, coming, going.
There's honey in the grass at our feet.
There's honey in the leaf and the blossom,
And honey in the night and the day,
And honey-sweet the heart in Love's bosom,
And honey-sweet the words Love will say.
The bee seeks for honey in the lilies,
He rifles the rose of her store,
Goes drunken with the honey as his will is,
And yet the honey grows more and more.
O Love, with the roses all a-blowing,
O Love, with the lilies breathing bliss,
Come gather of her honey, gold and glowing,
Who gives you all the summer in a kiss.
Come gather all your honey as your will is,
Like any bee that roams a yellow field;
Her heart still like the roses and the lilies,
The more you taste the more of sweets shall
yield.

—*Pall Mall Gazette.*

COULD WE KNOW.

[For the Railway Conductor.]

Could we know the heartfelt anguish,
Of the friends we meet each day;
Could we but see their darkened lives,
Wherein no sunbeams stray;
Perchance our better feelings would
With kindly thoughts be stirred,
Perchance, in place of frowns, we'd give
Some genial, friendly word.

Could we but know how oft a smile,
A bleeding wound does hide;
Could we but see the inner life,
Where swiftly rolls the tide
Of human feelings, would we not
Some gracious act bestow?
Give love, in lieu of bitter hate—
Forgive each pitiless foe?

Could we but know of doubts and fears,
That assail our friends with dread;
Could we but know bright hopes of morn,
At eve would withered be, and dead,
How gladly we'd extend the hand
In friendship's loving grasp,
And help to drive dark clouds away,
With kindness, unsurpassed.

Then let us try with willing hands,
And hearts so just and true,
To do unto others as we are taught,
Through Christ, that we should do;
Let us be ever charitably inclined,
And deeds of kindness sow—
Grief stricken hearts will bless us then,
If we could only know.

West Oakland, Cal. MRS. NELLIE BLOOM.



Mutual Benefit Insurance—When Membership Forfeited for Non-Payment of Assessment—By-Laws Strictly Construed—Notice.

1. Where the defense to this action and appeal from a judgment in favor of plaintiff was that the injured claimant had, by failure to pay assessments, forfeited his membership, *held*, after stating facts and citing the by-laws of the association, that under section 8, before any member can be adjudged to be in arrears for an assessment, he must have been called upon to pay the same, and it is clear that before the certificate of a member can be forfeited or he be suspended so as to lose the benefits of his membership for non-payment of assessment, he must have had notice of such call.

2. Where it does not appear that claimant had notice that any call for the payment of the assessment which he failed to pay had even been made, and these assessments were not a thing occurring at stated intervals, of which he was bound to take notice; and where it appears that no notice was ever received by him, he could not have been, under such state of facts, properly suspended. Affirmed.

Order of Foresters vs. Filtz Patrick, Ill. Ap. C. April 22, 1895.

Note: The above ruling is extremely important to both the management and members of an association. The decision is radically in favor of the member, and is a dangerous precedent. The weight of authority is to the effect that a notice properly mailed to a member's last place of residence is sufficient. The law will not exact an unreasonable duty from the managers. If the laws of the order provide for notice by mail, if properly posted the presumption is that it was received by the member. To depend upon the non-reception for a defense against forfeiture is a dangerous and inadvisable undertaking.

Untrue Answers Warranting Habits of Applicant—Erroneous Charge.

In an action to recover upon a certificate of membership wherein the evidence showed that the insured was addicted to drink; that he be-

came intoxicated on the night of his death and was taken to his room and left there with a coal-oil lamp burning therein. The building was destroyed before morning and his charred remains discovered in the debris. The Association denied liability on the ground of untrue answers warranting his habits to be temperate. From an adverse judgment calling for \$2,130 the Association appealed. *Held*, that a charge by the trial court of false representations in an application for benefit insurance, to the effect that the applicant's habits are "correct and temperate," will not void a policy based on the truth of such application, unless they were "willfully and intentionally made, and known at the time to be false," was an erroneous charge and for such error the judgment must be reversed and the cause remanded for a new trial.

Standard Life, Etc., Association vs. Lauderdale, Tenn. S. C., April 11, 1895.

Non-Payment of Assessment—Waiver—Declaration as to Custom.

In this action, brought on a certificate of insurance, plaintiffs sought to establish a waiver of forfeiture for non-payment of assessments by showing under declaration, that defendant association had previously accepted assessments after default, both from deceased and other members. The association replied in evidence showing that the deceased members referred to were on all such occasions fully aware that they had forfeited their rights, and had (during life) applied for reinstatement with certificates of health, and that as to the others, the payment of delinquent assessments had been made by an officer of the association as a personal favor, and at his own risk. Therefore plaintiff could not recover on the question of custom.

Easly vs. Valley Mutual Life Ass'n Va. C. of App., April 2d, 1895.

Note: Courts have held that the acceptance of an assessment after forfeiture would constitute a waiver in particular cases, but if courts were to hold a particular case to constitute a custom, few

associations could enforce a forfeiture, if such particular act or custom would suffice as an excuse for all the members. While forfeitures are not favored in law, yet it is well for members to pay when their assessments are due, lest they forfeit their rights to benefits and fall into a condition barring reinstatement.

Release of Liability—Consideration—Estoppel.

1. Where an employe of a railway company and a member of a relief department organized and maintained by it, was injured through the negligence of the railroad company, and after the injury there was paid to him from the funds of the relief department \$60 on account of such injury, which was accepted, in a subsequent action against the railway company for damages, in the absence of any showing that such employe was induced to become a member of said relief department, or execute a contract of release, or accept the money paid to him by said relief department through fraud or mistake, no recovery can be had.

2. Such a contract of release is supported by a consideration; that an employe does not waive his right of action against the company in case of injury, neither is it the execution of the contract that estopps him, but his election to accept the fruits of the contract from the relief department estopps him to recover from the railway company.

C. & Q. Ry. Co. vs. Bell, Neb. S. C., Feb., 1895.

Change in Constitution—Effect on Constitution—Non-Payment of Assessment—Waiver—Authority of Agent.

1. A certificate of membership in a benefit society is not affected by changes in the constitution with reference to forfeiture made subsequent to its issuance, unless it was issued subject to such subsequent changes in the constitution as might be made.

2. The habit of the secretary of a local lodge of receiving past due assessments is not a waiver of suspension, under the charter and by-laws of a benevolent order, for non-payment of an assessment, in the absence of authority from the grand or controlling body.

Chadwick vs. Order of Triple Alliance, 56 Mo. App., 463.

Mutual Accident Insurance—Action—Intoxication—Voluntary Exposure—Evidence.

1. Where a certificate provided for payment of a certain sum in case of death, and that such payment should be conditioned "upon the same being realized from assessments," under the laws of the state and the by-laws of the company provided for assessments to pay losses where there were no funds on hand, the beneficiary can sue at law to recover

the amount, and need not file a bill to compel the levy of an assessment.

2. When intoxication is a defense, and there is a conflict in the testimony, the question is for the jury.

3. When the policy does not cover death caused "directly or indirectly, wholly or in part, by voluntary exposure to unnecessary danger," the burden of proof is upon the association to show such exposure.

4. Where, on a dark night, deceased, in his right mind, attempted to walk across a railway trestle, where there was no railing, and nothing to walk on but ties, ten inches apart, he voluntarily exposed himself to unnecessary danger, and no recovery can be had.

Follis vs. U. S. Mut. Acc. Ass'n., Iowa S. C., April 27, 1895.

Train Service—Railway Service—Assault upon Passenger by Employe—Damages.

1. One who has purchased his ticket and is passing, at the proper time, from the depot to the train, is a passenger, and entitled to the rights of a passenger.

2. One of the prime duties resting upon a railroad company is to protect its passengers from assaults and injuries by its servants, and the question of its liability for assaults upon passengers by a servant of the company does not depend upon whether or not the servant, in committing the assault, is within the scope of his employment. If a passenger suffers an injury by an assault from an employe, the company is liable.

Indianapolis Union Railway Co. vs. Cooper, Ind. App. C., May, 1895.

Extra Railroad Fare—Ejection.

1. The furnishing of proper facilities to enable passengers to purchase tickets is a prerequisite to the right to demand an excess over the ticket fare; and where the opportunity is not given a passenger to purchase a ticket, and his application therefor is, without just cause, refused, and he, without fault, boards the train without such a ticket, he will, upon tender of the ticket fare, be entitled to all of the rights and privileges that a ticket would afford him.

2. A railway company will not be permitted to justify its own wrongful conduct by the fact that its servants were acting according to its directions or rules.

3. Where the verdict obtained for a wrongful ejection is considered excessive, the plaintiff may elect whether he will remit part of the damages or suffer a new trial.

C. C. C. & St. L. Ry. Co. vs. Beckett, Ind. App. C. June 4, 1895.



While the Prince of Wales was thus setting the seal of his approval on the preeminent national pastime, the Prime Minister, in a still more practical fashion, was promoting the national vice of betting, by participating in the Epsom races. His horse, Sir Visto, starting with the pools selling at nine to one against him, surprised everyone by carrying off the Derby, which his stable companion, Ladas, had won in 1894. Lord Rosebery has thus won the Derby twice in succession while he was Prime Minister, an achievement hitherto without precedent, and one which will probably have no parallel. As a double Derbyed Premier, he is the first and last in history.—*Review of Reviews*.

The July *Midland* delights the eye and its contents please. If its "Types of Midland Beauty" can only sustain the high standard of the July number (a full page picture of a Des Moines young lady), that feature will become very popular, for everybody delights in beauty. "The Spirit Lake Massacre," the most tragic event in the early history of the northwest, is vividly described by Ex-Governor Carpenter. Abbie Gardner Sharp, sole survivor of the tragedy, tells a thrilling tale of her experiences while a captive among the Indians. Frank Russell, naturalist, continues his adventures in northern British America. Senator Allison's estimate of James F. Wilson's career, with tributes from the dead senator's personal friends, Major Byers, ex-Minister Conger and Editor Junkin, will command a wide reading. The stories, sketches and poems of the July *Midland* make delightful summer reading.

Every American boy should learn to run. In Greece, when men and women took better care of their bodies than they ever have since, every boy, and girl, too, was taught to run, just as the American child is taught to read. And as far as we can judge, by the statues they have left behind them, there were very few hollow chested, spindle-legged boys among the Greeks. The Persian boy was taught to speak the truth, run, ride, and shoot the bow. The English boy is encouraged to run. In fact, at some of the great English

public schools, boys of thirteen and fourteen years of age, like Tom Brown and East, at Rugby, can cover six and eight miles, cross-country, in the great hare-and-hounds runs. See the result—the English boys, as a whole, are a stronger set than we American boys. Every English school boy is, to some extent, an Athlete. And that is what American boys should be.—*St. Nicholas*.

Robert Louis Stevenson's last story, "St. Ives," was left at his death, practically completed, so it is stated by those who have seen the manuscript. Many chapters had even received the author's final revision. Stevenson had been at work upon this novel for more than a year, and the first half of it had been entirely rewritten several times. The novel is said to deal with the adventures of a Frenchman captured in the Peninsular war and shut up in Edinburgh Castle. A love affair between him and a Scottish maiden; a duel on the maiden's account between him and a fellow-prisoner; and his escape from the prison, are a few of the episodes that promise a romance of as absorbing interest as any Stevenson has produced. "St. Ives" will be published serially in *McClure's Magazine*; the price of which, by the way, has been reduced to 10 cents a copy.

It is not generally known that six thousand men who fought on the Confederate side in the civil war are buried in the Oakwood Cemetery, at Chicago. On Memorial Day the United Confederate Veterans erected a noteworthy monument at Chicago, to their comrades who are interred in this northern cemetery, and the most distinguished surviving leaders of the southern armies were present on the occasion. Everything that was said and done tended to promote, rather than to disturb the sentiment of national union and harmony. The dedicatory oration was delivered by General Wade Hampton, of South Carolina, in the presence of a great audience, and Generals Longstreet, Fitz Hugh Lee, and many other distinguished southerners were present. The whole affair was exceedingly impressive.—*Review of Reviews*.

The Japanese have many nice qualities and some great ones. They are clean, they are polite, and apparently they are very gentle and very brave. They are said to be exceedingly neat, too, and to be bountifully endowed with that sense of propriety, a defective development of which accounts for much of the rubbish in American streets and most of the disagreeableness of American street car travel. They certainly beat us in a good many things, and not unreasonably their example is much held up to us now-a-days for emulation. Intelligent foreigners who have observed us closely have declared that we are the rudest and the kindest people in the world. Of course it is a pity that we are not more universally courteous; that our children are not demure and orderly like the Japanese children; that we throw papers into the street and drop peanut shells and orange peel on the floors of our public conveyances. Of course it is a pity that we are not more like the Japanese in many particulars; but, for my part, I make bold to confess that American manners, with all their defects, are better suited to my American taste than Japanese manners with all their gentle perfections. American manners are not nearly as good as they should be, not nearly as good as one may hope they may become, but that Japanning would profit them is not so certain as it looks at first sight, even if it did not involve a much greater amount of self-repression or self-obliviation (doubtless more apparent than actual) than the American temperament could endure or has any desire to attain to. The amelioration of our national demeanor must rather be sought in an increased and enlightened self-control joined to a strengthened self-respect. If we ever do become civilized it will be first at the heart and afterward at the mind.—*"The Point of View," in the July Scribner.*

Life drifts placidly amid these quiet scenes. The spring comes late; the summer is like summer in other quarters, though nowhere, save in Normandy and England, can one see so quaint an outdoor life. In the little cabins there is cleanly comfort and domestic joy. The grass grows on the marshes, the cattle fatten on the pastures, the busy house-wife weaves the simple home-spun garments, while growing sons work on the joggin reefs, or hew in the forests of Minudie. But in the winter season industry ceases. The hay is hauled on quaint sledges from the marsh, while in the woods the dark eyed peasant boys set their snares and trap their game. The winter nights are brilliant as in polar lands; the far-off sky is unflecked by clouds, and the moonlight glints the seamless robe of snow spread over field and

forest. The shore is piled high with great cakes of ice, which through the long night crunch hoarsely one upon another as the tides shoulder them together. Within the great forests and upon the wastes of the Elysian Fields broods that strange silence, that peculiar sombreness which we never fail to feel and see in the old pictures of wintry New England in the Pilgrim days.—*Outing for July.*

Art Idols of July contains six plates (14x17) and the paintings reproduced in this number are "Venus" (Saintpierre), "La Toilette" (Rousin), "At the River Edge" (Benner), "La Grande Iza" (Bukovac), "After the Bath" (Rousin), and "Temptation" (Quingac). This is the third number which has appeared and the publishers have fulfilled their promise to maintain the excellence of the publication, which, from an artistic as well as mechanical point of view, is the leading publication of the year. "La Grande Iza" is a magnificent picture of female beauty. There is not the slightest element of literature in this painting. It tells no story of tragic import, but is merely the drawing aside of the curtain which hangs between the world and the seclusion of the boudoir. There is, of course, the element of contrast, which is the delight of artists and which always appeals effectively to the lovers of art. The contrast in this picture is between the strong, plain, serviceable simplicity of the servant and the lithe, languid and luxuriant beauty of the one who is served. The artistic strength of Bukovac is shown most emphatically in his command of foreshortening and also in the boldness, grace and freedom of his drawing. In *Art Idols* the public is given an art work at a moderate price which heretofore could only be enjoyed by the well to do class. (The White City Art Co., 319 Dearborn St., Chicago. One dollar per number; \$4 per year.)

The Transatlantic Publishing Co., of New York, is out with a new venture in the way of a weekly cyclopedia of current events, to be known as "Information." The plan of this publication is to give a weekly review of all the current news, covering in that every line of thought and action which promises to affect human progress. Especial attention will be paid to the doings of public men, the intricacies of international politics and the developments of modern science. Each subject will be especially prepared for "Information" and with a view to making the reader thoroughly up to date in all the events of importance the world over. It will, unquestionably, be a valuable work, and at the low price of \$2.50 per year should be well within the means of all who wish to keep fully abreast of the times. Address Transatlantic Publishing Co., 63 5th Ave, New York.

Please add your Division number to your signature when writing the general offices.

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Brother J. M. Cavanaugh, of Division 191, will confer a favor by communicating with his Secretary at once.

**.

Brother E. B. Kollert, Secretary of Division 53, is anxious to learn the present address of Brother H. Hanson.

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Will J. A. Anderson, F. A. Hall and Ed. Coughlin kindly correspond with the Secretary of Division 211.

**.

Brother B. F. Blount, of Palestine, Texas, Secretary of Division 77, wishes news of Brother J. W. Thomason.

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The Secretary of Division 217 would be pleased to learn the address of Brother J. F. Murray, a member of his Division.

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Some authorities estimate the reductions made in expenses by the principal trunk lines during the past year at the enormous total of \$175, 000, 000.

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Any Brother knowing the address of A. A. Greene, telegraph operator, will confer a favor by sending it to Brother C. O. Greene, Secretary of Division 173.

**..

Wanted—The address of Conductor C. F. Arnold, formerly of Big Four and C. & E. I. Ry., by R. S. Werts, conductor Mex. Natl. Ry., San Luis Potosi, Mexico.

**..

If Brother John Medcalf, member of Division 47, formerly of Toronto, and last known of in Buffalo, will send his address to Brother Joe Fahey, Winnipeg, Man., he will hear of something to his advantage.

Brother B. Andrews, Secretary of Division 283, would be pleased to learn the present address of Brother D. O. Tripp, who has not been heard from by any member of his Division during the past year.

**..

Recent reports on the passenger business in various portions of the country show it to be as heavy as it was at any time during the World's Fair.

**..

Will each member kindly assist in simplifying the work and reducing the possibility of mistakes, arising from duplication of names, by adding the number of his Division to his signature on all communications to the general offices?

**..

One of the most encouraging signs of better times is the rapid return of idle railroad employees to active service. Many of the roads have as many men in their employ as they had two years ago, when the depression first set in, and good authorities estimate that most of them will be on the same basis by the middle of August.

**..

A Muskegon, Mich., paper brings to us report of the opening of the Lake Harbor Railroad, under the management of Supt. S. P. Castle. Brother Castle is a member of Division 102, and the high regard in which he is held in his locality is evidenced by the many compliments paid him by the local paper. We wish Brother Castle every possible success in this undertaking.

**..

Arrangements have been perfected for a series of meetings, covering our territory generally, for the purpose of giving instruction in the work of the revised ritual. A schedule of the time and place for holding these meetings has been handed the Secretaries of the various Divisions with the Grand Chief Conductor's circular for this month. Anyone desiring to attend one of these meetings can obtain all necessary information by applying

to the Secretary of the nearest Division. This change in ritual work is made for the purpose of affording protection to the Order, and the officers will be very strict in the enforcement of regulations, which will prevent the possibility of any mistake as to whom it is given to. They do not want to debar any Brother from participation in these meetings who is entitled to sit therein, but in all cases of doubt, will certainly take the safe side, and will strictly adhere to the following rule: No member will be allowed admission who cannot give, or present written order for, the current semi-annual password. Division cards and receipts for dues will not be accepted as orders for semi-annual password.

The friends of rail as opposed to water transportation are pointing a moral at the expense of some of the western roads. About six months ago they ordered large shipments of steel rails by water from Pittsburg. These rails were loaded on barges and promptly stranded by low water. The roads giving the order are now discussing whether to pay the additional expense of having them transferred to cars or wait until high water this fall makes shipment over the present route possible.

Brother H. E. Epstein, of Carson, Nevada, accompanied the excursion of Californian members, and while en route on the New York Central, lost a pocket book containing Division cards for the years 1890 to 1895, inclusive, his receipts for 1895, and some annual and trip passes in his favor, good on the Virginia & Truckee Railway, together with other private papers. Any person finding them, or any part of them, will confer a favor upon Brother Epstein and the Order, by returning them to Brother Epstein at the above address

Arrangements have been made for a grand union meeting of the railroad organizations of Texas, to be held at Ft. Worth on the 15th, 16th and 17th of August. It is expected that fully 1,000 delegates, representing every local body of the O. R. C., O. R. T., B. L. E., B. L. F., and B. R. T. will attend. An extended program is being prepared and questions of first importance to all these organizations will be exhaustively discussed. There is every reason for expecting this meeting to be of great benefit to all concerned.

THE CONDUCTOR joins in extending earnest and heartfelt sympathy to Sister W. E. Higgins, Grand Secretary of the Ladies' Auxiliary to our

Order, in this, the hour of her tribulation. Brother Higgins and wife returned from the trip to Atlanta and Florida in seeming health, and happy. A few days later he was taken away, after a sickness of but a few hours, with a suddenness that was awful. Words cannot express the feeling of sorrow and sympathy that will go out to kind and genial Mrs. Higgins, from all who had the good fortune to make her acquaintance. Surely the Lord will "temper the wind to the shorn lamb."

An iron roof built over a stone arch railway bridge to protect it from the rain is a novelty. Yet such a structure may be seen over a stone arch of 146 feet span and 42 feet rise on the Gortitz-Dresden Railway. The arch was built in 1845 of sandstone rings, backed by rubble. In wet weather the arch was found to be completely saturated, and an examination made by sinking two wells in the backing showed loose stone and quite soft mortar. As this Saxon sandstone is considerably reduced in strength by wetting, the alternative course was presented of rebuilding the arch or keeping it dry. Plans for drying it by a layer of concrete, and for rebuilding in iron were rejected on account of cost, and a roof of galvanized corrugated plate was finally built over it, at a cost of \$4,800.—*St. Louis Republic*.

Occasionally a Brother who has been appointed to write something for our Fraternal Department is taken to task by some of the members for his failure, and he replies, "I wrote it but they did not print it." We are again obliged to call the attention of all to the rule we have established of declining to publish anonymous communications. We do not wish to publish your name if you do not wish it, but we must have it for our information. If you don't see your letter in THE CONDUCTOR, or if your Correspondent's communication does not appear, put it down as the result of your or his failure to give us the name.

"On the morning of June 12th the Chicago press gave out the statement that E. V. Debs, president of the American Railway Union, had violated the parol granted him by United States Marshal Arnold, prior to taking him to the McHenry County (Ill.) jail, to serve the sentence imposed for alleged contempt of judicial orders incident to the strike of last summer. The same article made it appear that Brother P. H. Morrissey, Grand Master elect, was in his company, and in a certain sense aided this violation. This latter statement was a mistake, as a telegram from

Brother Morrissey to Grand Secretary Sheahan, of which the following is a copy, will clearly establish: 'Say to my friends, and all concerned, that statement in Chicago morning papers, connecting me with Eugene Debs breaking his parole yesterday, is absolutely without foundation. I have not seen him since last August.'—*Railroad Trainmen's Journal*.

* *

Many of the members of the Order were afforded the pleasure of seeing the very extensive preparations which were being made for the holding of the Cotton States and International Exposition, at Atlanta, Ga. This is an undertaking of great magnitude, but is in the hands of thoroughgoing and enterprising men and there is no doubt as to its success, nor is there any doubt about the arrangements all being made on a plane whose beauty and grandeur are only equalled by the care for details, insuring pleasure and comfort to all who visit the exposition. We take pleasure this month in placing before our readers cuts of some of the more important buildings which have been constructed for this purpose. Anyone interested in expositions of this kind, or who has the leisure to spend in that way, cannot do better than to visit the Atlanta exposition.

* *

We are pleased to note that our Order is to be represented on the new Wisconsin Board of Arbitration in the person of Brother R. O. Jardeau, of Division 46. The act establishing this board was passed by the legislature of that state last winter, and under its provisions two of the three members were to be appointed by the governor. Brother Jardeau was one of the two selected by that official, and the hearty endorsement given him by the other labor organizations of the state is the best possible evidence that no better selection could have been made. As finally made up, two of the members of this body represent labor directly, and, while we hope there may be no serious need for their services, should the occasion arise, they may be relied upon to justify their appointment to this high office.

* *

There is hope for all in the revival of business which is beginning to be felt in all portions of the country. Some idea of the manner in which the railroad officials regard the situation may be gathered from the following expression by one of the most prominent of their number in a recent St. Paul interview: "Times are improving rapidly, and the railroads know it. It is wonderful to observe such gratifying conditions after such a dark period of depression. How dark the depression

was I know, for I was in darkest Chicago during the darkest darkness. But now, think of it—crop prospects never were better, confidence is being restored and business revival is upon us. It is wonderful, this contrast. The roads are the first to feel the effects of revival, as of depression. They suffered severely, but derived an indirect benefit from their ordeal in being forced to think more soberly and adopt more conservative methods."

* *

The truth is, that the source of all this bad city government is in the hearts of the people who live in the best residence quarters, and do business in the tall buildings, and sit in the best seats of our churches. A great many of them are directly interested in the perpetuation of bad city governments; assessors who could not be bribed and city councils that would not give away franchises are precisely what they do not covet. But those who are not so directly implicated are either so busy with their own affairs that they wholly neglect their most solemn obligations, or else so sordid and so cowardly that they are unwilling to risk gain or popularity by openly opposing evil. It is not so much by what these "best citizens" have done as by what they have failed to do that our cities are humiliated. There is a terrific parable of the judgment in which the damned are consigned to the everlasting fire prepared for the devil and his angels. What had they done? Nothing. "*Inasmuch as ye did it not*" was the ground of their condemnation.—*The Century*.

* *

The hearts of those who labor unselfishly for the Order, or for one of its Divisions, can not but be warmed by the following encouraging words copied from a letter written by a Brother to the Secretary of his Division, and sent us by the Secretary. Truly, bread cast upon the waters will return:

"Business on the roads is good, and we are having more to do than we are able to do, and the yards are blocked up all the time with freight, and everyone is happy and making big money. The Division at this place is a good one, with about eighty members in good standing, and our trainmaster and all of the yardmasters on this end are members of this Division, and they are not drones in the hive, either, but great workers.

Give my very best to all the boys, and especially the Brothers of Division 107, O. R. C., and advise them by all their hopes of the future to hold on to their membership in the good old ship, for, when all other help fails you, she will step in and pick you up and set you on your feet again, as

she has done for me, and many more before me; and I can say, God bless the O. R. C., and long may she be spared to those who are really in need of aid as I have been; and it was my membership that put me where I am today, and nothing else."

One of our Division Secretaries writes us a letter reciting the very satisfactory experiences of the Division in running an excursion. There are very few roads that would not be perfectly willing to furnish a train at a reduced rate for Divisions to run an excursion occasionally, and as the Brother in question recites, very satisfactory financial results are generally obtained. Of course, these excursions can only be successfully run by Divisions that are in towns or cities of a goodly number of inhabitants. The letter in question says: "In reading reports of the convention, I see a good many Divisions report as behind in funds and finding it difficult to pay their grand dues or delegate," and after reciting the experience of their Division in the running of an excursion, says: "Now, I think, if some of these Divisions that are in hard luck would undertake something like this, they can do just as well as we did. One excursion every two or three years will help a Division out more than by giving ten balls or picnics at fifty cents a head." There is food for thought in this for many Divisions.

Henry D. Lloyd, a gentleman of brains, culture, leisure and means, awoke some years ago to the fact that of all the smaller groups of greedy, evil minded men who are doing their utmost to rush this country upon the rocks that will wreck it, of all the cliques of "cliqued wealth" that constitute the plutocratic oligarchy now ruling and ruining this fair land, the Standard Oil men, like the Rothschild group of Europe, were getting the greatest power and working the greatest evil. So, like a true paladin—another Wendell Phillips—he set his lance on rest to charge upon this monster; not in the old style of St. George and the dragon, by one deadly rush, but by a persistent, cool, methodic, diligent study of all the ways and habits, tricks and subterfuges, lying pretenses, robbing snares, and murderous assaults of this most dangerous individual octopus of all the ages. This called for many journeys and overhauling of all sorts of records, some of them not easily attainable, and much inevitable expense. And now we have the fruits of his labors in this substantial volume, in Harper's best style; a volume which, as truly as Victor Hugo's story of Louis Napoleon, might be called "The History of a Crime;" for the whole career of the Standard Oil Company is

one of long-drawn-out crime. If the American nation soon perishes, choked to death by its own children, high on the list of its murderers will stand the names of Rockefeller, et al—Samuel Leavitt in the July *Arena*.

At a meeting of the Interstate Commerce Commission, held in Washington, D. C., on the 28th ult., the receivers of the New York, Lake Erie & Western Railroad Co. petitioned for an extension of the time within which to comply with sections four and five of the act of March 2, 1893. Under the provisions mentioned any road engaged in interstate commerce is prohibited from using, after July 1, 1895, any car that is not provided with secure grab irons or hand holds in both ends and sides, or from using any freight car that is not provided with drawbars of standard height. Section seven of this act empowers the commission, upon full hearing and for good cause, to extend the time for complying with these provisions, and under this authority the receivers in question asked that the date of expiration be advanced one year from July 1, 1895. This request was followed by a similar one from all the roads belonging to the American Railway Association, and their hearing was fixed for the same time as that of the New York, Lake Erie & Western, July 12. Especial pains were taken by the Commission to notify all interested of this hearing, including the officers of all railroad organizations. The question of extending the time was fully and thoughtfully considered by our Board of Directors at their meeting on the 10th inst., and they decided that, owing to the trying period of depression, from which the country is but fairly commencing to recover and from which the railroads have suffered in common with all other branches of business, and in pursuance of a policy promising, in the long run, to best serve the interests of all our members, it would not be consistent for them to protest against the granting of the extension asked. This decision, however, is not to be understood as indicative of an intention to withhold protest in case repeated and unwarranted postponements should threaten to render the law a nullity. Their expression of opinion and of the position of the organization will best be gathered from the following telegram sent to Interstate Commerce Commission:

"The Board of Directors of the Order of Railway Conductors, now in session, deem it inconsistent for them to protest against granting the request from railway companies for extension for one year of time within which they shall comply with sections four and five of act providing for adoption of safety appliances. This in consideration of period of business depression from which we are emerging."

It will at once be apparent to the most casual observer that the financial condition of most of the roads in the country rendered it practically impossible for them to comply with the law at the time first fixed. A vigorous enforcement of its provisions at this time would require the imposition of fines aggregating an immense amount of money, and subject the roads to a burden which would be more than doubly grievous under existing business conditions.

THE RAILWAY CONDUCTOR.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, July 1, 1895; Expires Aug. 31, 1895.

Assessment No. 298 is for death of W. H. McFarland, June 12, 1895.

BENEFITS PAID FROM MAY 21 TO JUNE 20, INCLUSIVE.

Ben. No.	NAME	Div.	Cert. No.	Series.	FOR	CAUSE.	AM'T.
850	H. L. Vaughn	210	3912	A	Death	Abscess of lungs	\$1,000
851	Peter Munzel	54	4517	A	Death	Consumption	1,000
852	Simeon Jackson	115	3748	C	Death	Pneumonia	3,000
853	John Hoag	56	2688	C	Death	Broncho Pne.	3,000
854	A. C. Gordinier	291	3340	C	Death	Rheumatic En.	3,000
855	Geo. McKindley	114	370	C	Death	Appendicitis	3,000
856	O. B. Corwin	292	2118	B	Death	Cardiac dropsy	2,000
857	A. J. Baker	135	1652	B	Dis.	Loss of hand	2,000
858	J. W. Anderson	89	4419	A	Death	Accident	1,000
859	B. H. Buie	175	1722	B	Death	Falling from train	2,000
860	Peter Dion		4264	C	Death	Cerrbose	3,000
861	L. W. Simmons	332	2348	B	Death	Accident	2,000
862	C. W. Warner	232	4611	C	Death	Rheumatism	3,000
863	James McVay		1052	C	Death	Asphyxia	3,000
864	W. D. Walters	101	44	C	Death	Accident	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,040; Series B, 2,830; Series C, 4,578; Series D, 369; Series E, 73. Amount of assessment No. 298, \$26,275; total number of members, 12,942.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to May 31, 1895.....	\$1,966,051 40
Received on Expense Assessments to May 31, 1895.....	41,728 30
Received on Applications, etc., to May 31, 1895.....	30,347 76
Total	\$2,038,127 46
Total amount of benefits paid to May 31, 1895.....	\$1,945,867 00
Total amount of expenses paid to May 31, 1895.....	68,815 50
Insurance cash on hand May 31, 1895.....	23,444 96
Total	\$2,038,127 46

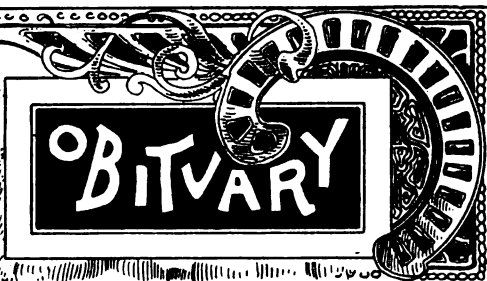
EXPENSES PAID DURING MAY.

Postage, \$130.00; Incidental, \$3.12; Assessments returned, \$6. Salaries, \$379.17; Fees returned, \$9; Stationery and Printing, \$10.75; Exp. Ins. Com., \$500; Total, \$1,038.c4.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month and sometimes several months.

Received on Assessment No. 294 to June 20.....	\$24,964 50
Received on Assessment No. 295 to June 20.....	11,943 50
Received on Assessment No. 296 to June 20.....	3,726 50
Received on Assessment No. 297 to June 20.....	3,588 00

M. CLANCY, Secretary.



Enos.

At a regular meeting of St. Joseph Division No. 147, held May 26 last, resolutions were adopted expressing the sorrow of the members at the death of Brother J. J. F. Enos, and sympathizing with the afflicted relatives and friends. The thanks of the Division were also extended the members of St. Joseph Lodge No. 249, A. O. U. W., for the brotherly interest and sympathy manifested by them on this sad occasion.

Crawford.

It is with profound sorrow that the name of Brother S. C. Crawford, of Division 223, is added to the list of the departed who have gone to that "undiscovered country whence no traveler returns." A devoted husband, an upright citizen, a loyal Brother and a true christian gentleman, his death brings upon the community a loss it will be difficult to replace. The funeral was held in the First M. E. Church, of which he was a faithful member, and was attended by the members of his Division in a body; some measure of their sorrow finding expression in a beautiful floral tribute paid the memory of their departed Brother. This tribute took the form of a large caboose, made of flowers, which was carried by four of the Brothers. All will unite in sympathizing with the wife whom this sad death has left a widow.

Higgins.

Brother W. Ed. Higgins, after a brief illness, died at his home on South Front street, Columbus, Ohio, June 10, 1895, in the thirty seventh year of his age. In his untimely death every member of Hollingsworth Division No. 100 suffers personal bereavement. As an officer and worker in the Division, as well as a member of the Order, he was ever punctual, zealous and loyal. His straightforward and manly way at once won for him the confidence and admiration of all who were favored with his acquaintance. His wife, so well known throughout the Order as the Grand Secretary and Treasurer of the Auxilliary, in her loss of so noble, loving and indulgent a husband, has the deepest and most profound sympathy of all. May God in his loving kindness protect her. Brother Higgins also left an aged father and mother, who were prostrate at the sudden loss of their only son; and two sisters, wives of O. R. C. conductors, members of Division No. 100. His funeral was taken in charge by the O. R. C. and held

in the South Congregational Church, of which he was a member, amid a throng of sorrowing friends. The many and beautiful floral offerings gave token of his standing as a citizen, neighbor, Brother and friend.

Cavanaugh.

Our esteemed Brother, Phil. Cavanaugh, a member of Delta Division No. 86, died at his home in Escanaba, Mich., early last month. In his death the Division loses a valuable member, one who will not be easily replaced. Resolutions have been adopted by the Division assuring the stricken wife that the sympathies of the Brothers were all with her in this irreparable loss.

Francis.

Died, at the family home in Zanesville, Ohio, on the 4th inst., Albert Francis, aged 79 years. Deceased was the father of Brother W. D. Francis, Chief Conductor of Division 58. He had been in fairly good health, for one of his years, until about the time of the meeting of the Grand Division, when taken with what proved to be the fatal illness. Upon returning from Atlanta, Brother Francis was met by a message announcing the critical condition of his father's health, and at once left for Zanesville, remaining until a few days before his death. The sympathy of all will be extended Brother Francis and the other members of his family, in their bereavement.

Elliott.

Brother B. H. Elliott, of Division 224, died at Delmar, Md., April 24 last, of typhoid fever. Deceased was a zealous member of the Order, always ready and willing to work or give for its best interests. He possessed, in a rare degree, those qualities which win and hold friends, and his death brought sorrow to many beyond the circle of his immediate relatives and associates. To the grief-stricken wife will go out the sympathy of all who knew in life the husband she now so bitterly mourns.

Rogers.

Division 224 has been called upon to suffer a double bereavement, the second member to go being Brother B. F. Rogers, who died at the home in Springfield, Pa., May 29 last. He had been suffering for some time from nervous prostration and the result was not unexpected, though the regret felt at this untimely ending to so useful a life, was none the less keen for that fact. To the loving wife, upon whom the burden of this great grief must rest most heavily, will be extended the sincere sympathy of all.

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THE RAILWAY CONDUCTOR.

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But he wants to be free from

Rash,
Chapped Hands,
Sore Hands,
Scalded Hands,
Open Sores and Cuts.

And for such there is no such soothing and healing remedy as a simple wash with

Glenn's Sulphur Soap.

It is suited for all the wants of railroad men, as well as his wife or children, for the immediate relief of all skin troubles. It removes grease and dirt, yet heals at the same time. Your druggist keeps it

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MOORE & EVANS,
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With each 17 jewel watch purchased from us after June 1st, 1895, we will send an agreement to clean and oil movement **without charge** once each year for five years from date of purchase, thus saving the purchaser at least \$5 00 and keeping movement in first-class condition.

Remember a watch needs cleaning and oiling as much as any other machinery.

THE RAILWAY CONDUCTOR.

VOL. XII.

CEDAR RAPIDS, IOWA, AUGUST, 1895.

NO. 8.



CONTRIBUTED.

THE PASSING OF COMPETITION.

BY W. P. BORLAND.

In modern society the basis of industrial life is free competition. All commerce and industry is founded upon, and is supposed to be regulated by, this rule, and the economists teach us that if we will only allow full and free expression to this principle; its action and reaction will produce results of the highest benefit to the race; in short, we are taught that free competition is an absolute good; that it is a form which must be preserved if the race is to be saved from retrogression and decay. Up to a certain point this teaching is undoubtedly correct, but beyond that point it is erroneous and absurd. Competition is very beneficial, because its tendency is to at once cheapen the price of products and improve their quality, but competition is neither more nor less than a force applied to the attainment of an end, which end is the satisfaction of human wants with the least possible effort, and, like every other form, when it has reached its point of perfection in development it can no longer aid men to reach that end, and must be cast aside to make way for a newer and higher form. This process of negation of form by development is universal throughout nature. It is a law of progress. There is a constant striving of the human mind for something better. Man constantly endeavors to adapt his instruments to the end that they shall add to the content of his happiness, and old forms are continually being replaced by new. In the physical world this process of negation by development may be very readily traced. An inventor conceives an idea which is of vast benefit to the race.

He embodies his idea in a mechanism. At first the mechanism is crude, and fulfills the conception but poorly. But instantly, especially if the conception has to do with a function which is of vital importance to the well being of society, the whole inventive faculty of the community is concentrated on this new form in the endeavor to improve and perfect it. This concentration continues until it finally brings about such improvement that the form is perfected and is no longer susceptible of improvement. The form stands as a finished and perfected mechanism, a triumph of man's ingenuity and skill. Try as he may, man can improve his instrument no farther. When this point is reached the specific form perishes. It is cast aside to make way for newer and improved forms which promise to fulfill the conception more perfectly. Perfection of form means annihilation. An excellent illustration of this fact in the physical world is furnished by the development of the locomotive, and it is one which all may see and comprehend. Those who visited the World's Fair, at Chicago, were given the opportunity to observe the whole process of evolution of form of the locomotive. There stood a concrete illustration of its whole history, from the first crude attempt to embody the conception of land transportation by steam mechanism, through all its variations of form, up to the finished and perfected form of steam locomotive, as represented by the latest product of the inventor's and builder's skill. Truly, it may be said, the steam locomotive has reached perfection! It can be im-

proved no further. Now, observe that the form is about to be cast aside. The steam locomotive, having become a perfect mechanism, is doomed to perish. All the tendencies of the times point to the introduction of a newer and improved form of mechanism, which shall supplant the steam locomotive, and more nearly realize the conception which it was designed to fulfill. It is only a question of time when the electric locomotive will fully occupy the field now in possession of the steam locomotive, and the latter will disappear from use and be forgotten. It has become perfect; therefore, useless to further advance the end to which it is applied. It has fulfilled its destiny. It must submit to annihilation. The electric form, which now seems destined to take its place, will undoubtedly proceed along similar lines of development until it, too, becomes perfect. Then, when it can be improved no further, it will go the way of its predecessor; it will be cast aside to be replaced by—what? Some future generation shall answer that question as effectually as we are answering the one that is being presented to us today. As for us, it is impossible that we should be able to answer it.

The idea here crudely outlined is one that is susceptible of extremely wide application. It may be made to embrace the whole field of human activity and thought, and when its entire significance to the progress of humanity is once fully realized, the utter absurdity of that ultra conservative sentiment which endeavors to tie us to old forms, merely because they are old and familiar and have done good service in the past, becomes very apparent. All human institutions may be regarded merely as adaptations of means to ends, the final end being, of course, the most perfect happiness and greatest good of the entire race. We may observe that the evolution and annihilation of form, especially when we confine our view to matters of government and social organization, is never allowed to proceed regularly. Counter forces, which restrict and hinder the natural course of events, make their appearance. Classes and cliques come to be formed, which, losing sight of the grand final end, or having never perfectly conceived it, conceive ends of their own, which, either tacitly or explicitly they assume to be final, and which are fully satisfied by existing forms. Thus is set up an intense opposition to change of form. Thus is developed a well organized force which arrays itself in opposition to the regular course of nature, and which is aptly termed "conservatism." Thus, *e. g.*, it happened that the introduction of the steam locomotive was opposed by the conservative stage-coach interests, just as it now happens that the introduction of

the electric locomotive is opposed by certain of the steam locomotive interests. This conservative sentiment has its use in the economy of nature. It is of great benefit in many directions which need not be discussed here. It will be sufficient to say here that it compels the retention of the old form until the new has absolutely demonstrated its superiority; it insures that the new form, when it finally supplants the old, shall be better adapted to the end in view beyond any possibility of doubt. It eventually forces humanity into the right line of progress. Its exaggeration, however, is a great evil, because it inevitably produces conflict and bloodshed, and practically destroys the uniformity of natural processes by introducing catastrophic changes, which are to be avoided if possible.

In close analogy with the idea here outlined, is a leading principle which modern philosophy posits as the universal form which characterizes the process both of existence and of thought. This universal form is the process of becoming, or the union of position and negation. All that becomes at once posits, and, by passing into something else, removes itself. Every thought, for instance, involves its contradictory. But the contradictory is not a mere negation; it is in itself as positive as the thought. The conception of competition, *e. g.*, is not more positive than its contradictory, the conception of monopoly. Every thought, therefore, as it involves its contradictory, adds to its own content, and by the combination of the two contradictories, we rise to absolute knowledge. Stated in another way: every thesis involves its anti-thesis; but the anti-thesis merely adds to the content of the thesis without destroying it, and by the union of the thesis with its anti-thesis we arrive at a new synthesis, which ultimately destroys both. Thus, we have the thesis,—competition—together with its anti-thesis,—monopoly—and by the union of the thesis with its anti-thesis we arrive at the new synthesis,—co-operation—which ultimately destroys both the thesis and its anti-thesis.

Now, let us apply the thought I have here indicated to some of the phenomena of competition which we may all readily recognize. A railway is built, the construction and equipment of which involves an expenditure of, say, five million dollars. If no competing railway comes along and establishes itself by its side, it is very evident that this first railway remains absolute master of the transportation of passengers and freight, and can take advantage of its position so as to falsify the economic conditions and force tariffs upon the public entirely out of proportion with the real value of the service rendered. But, the field of

exploitation and of profits being extensive, the matter will not be permitted to rest so. Competition will here step in and work out relief for the public. A new company will be formed, and another railway will be built at a further expenditure of five millions. As soon as the new railway is opened for business rates will go down, by reason of each company seeking to turn aside the traffic for its own profit. Thus, the cost of transportation is brought back, by the law of supply and demand, to the normal value of the service rendered, and the public is benefited.

But the two companies soon perceive that they are inflicting injury upon each other, that their struggle for business has an effect to lower the price of transportation in a way that is prejudicial to the interests of both. They, therefore, become merged together, form a coalition, competition develops its antinomy, and the public once more falls into the inconveniences of monopoly. Now, by following the rule of competition, in order that the public may be relieved a second time from the inconveniences of monopoly, it would be necessary that a third railroad should be built at a further expenditure of five millions. It is altogether likely that although there may be traffic sufficient to afford a profit on the ten millions already invested, and represented by the two railroads already existing, there is not enough to furnish revenue sufficient to remunerate fifteen millions, as there would need to be in order that the third railroad might live. Therefore, as the capitalist does not invest his capital except where he sees some chance for profits; as he undertakes nothing for glory alone, and is not guided except by his private interest, if the traffic is not sufficient to remunerate the third five million dollars, the third line will not be built, and the monopoly of the two companies will subsist in its integrity. Take the other supposition: that there is traffic sufficient to support a third railway. Then the third railway will be built. But the monopoly will not thus be destroyed; it will only be delayed. The identical force which operated to produce the coalition of the first two companies will infallibly operate so as to produce a like result with respect to the third company. The coalition will eventually be enlarged so as to admit the third company; competition will again develop its antinomy, and the public will once more be oppressed by monopoly. Evidently it is impossible to continue this process indefinitely. The public cannot continue to rely on competition to deliver it from the evils of monopoly, since *competition itself develops monopoly*.

Now, here is a point to be observed:

The end which the public has in view in the establishment of railways is the very cheapest and

best transportation service obtainable, and competition between private capitalists is the force that is relied on to secure that end.

The end which private capitalists have in view in the establishment of railways is the largest remuneration obtainable for the capital invested. The public end is a mere secondary consideration with them, but they accept competition as a force which will operate to secure both their own end and that of the public.

Competition develops its antinomy; it flows into monopoly; and monopoly entirely subverts the end of the former competitors. It is the new form which enables the capitalists to better attain their end after the old form has become perfected and cast aside.

Now it is that the public must choose which end shall continue to be subserved. The people must say whether the public end or the end which the private capitalists have in view shall be regarded as final, and when the choice is made they must adapt the proper means to the end. If the choice falls to the private capitalists, then the people must submit to monopoly without murmuring, because monopoly entirely subverts the end in view. But if the choice falls to the public end,—and it actually has so been determined—then must the people establish a new synthesis, adopt a new principle, give over the vain attempt to maintain competitive conditions. Competition can no longer be relied on to attain the end; its days of usefulness have gone by; a new principle must be established on the ruins of the old. Now, observe that both the thesis and its antithesis contain a principle of good which subserves the public end, and our new principle must be a combination of these two. For purposes of illustration we will say that the public end requires the reduction of both cost and price. Monopoly tends to reduce cost, but it does not reduce price, and is thus insufficient to the end. The tendency of competition is to reduce price, but it does not reduce cost. After a certain point in its development is reached, indeed, it rather increases than decreases cost. Competition is thus, also, insufficient to the end, but, like its antithesis, monopoly, it contains part of the good we are seeking for the attainment of our end. Neither principle, therefore, can be relied on absolutely. Neither can be permitted to subsist in its integrity if we expect to continue to progress towards the final end. But, by combining the two, we establish a new principle which completely subserves the end by cancelling all the incomplete factors in the old principles, and preserving the complete ones. By applying the new synthesis, co-operation, we bring about a synchronous reduction of both cost

and price, and the public end is thus completely subverted.

This new principle must be applied, the people must co-operatively own and operate their railroads, if the public end is to be subverted. The attempt to force the observance of competitive conditions by legal enactment, as we are now doing, must prove abortive.

By applying the same line of reasoning to analogous premises, one may readily perceive that this example of complete economic freedom in the railway business leading to monopoly, is not an isolated one. In the mining industry, for example, a monopoly establishes itself even more easily than in the railway industry, for the field is here limited, not by human will, but by nature. Let a capitalist take possession of all the mineral wealth of a given kind, and he can defy the efforts of any other capitalist to compete with him; it is impossible even to apply the principle of competition, in the hope to work out the remedy for the condition. Co-operation here presents itself as so obviously the correct remedy that combination and anti-trust laws seem puerile and absurd.

Let us now slightly shift our point of view.

Orthodox political economy shows us the laborer and the capitalist meeting together on the market as entirely free agents, and arriving, by the balance of supply and demand, at the establishment of not only a just and normal wage, but also of the general conditions of labor. Now, if it is true that laborers are able to struggle against capitalists,—and this is the position which orthodox economists maintain—it is none the less true that competition develops a force in the hands of capitalists against which all the efforts of the laborers will force themselves in vain. As long as industry is divided, a capitalist who is conducting industry in the branches outside of those in which monopoly has already established itself, cannot consent to a reform, cannot increase wages, cannot reduce the hours of labor, cannot improve the sanitary conditions of his workshop, except by raising by that very fact the cost price of his commodity; and as the necessities of the market oblige the capitalist to rest content with the least possible amount of profit, if he raises the cost price of his commodity, he is at once compelled to demand a higher price from consumers than his rivals demand for the same article. From that moment, the consumers naturally turn away from the reforming manufacturer in order to go to the man who offers them the same things cheaper, and the reforming manufacturer finds himself ruined by the man who refuses to consent to any reform. If the manu-

facturer is ruined, his workmen become idle and find themselves cast upon the general labor market, thus intensifying the conditions of competition and causing wages to go down; consequently, they having an interest in avoiding these misfortunes, the laborers are, logically, no more able to insist on these reforms than the manufacturer is able to accomplish them. In order that such reforms might be brought about there would need to be an unanimous agreement among all employers in a given industry, or, at least, an unanimous agreement among all the laborers employed in that industry, in claiming and enforcing those reforms at the same time and with equal vigor. But, should this impossible, or, at least, improbable event, come to pass, what then becomes of competition?

I might almost indefinitely extend these illustrations showing the impossibility of progress under the present industrial regime, but I think I have already shown the necessity for the establishment of a new synthesis of society; not one which shall put undue constraint upon the individual, but, rather, one which shall favor liberty by destroying the obstacles accumulated by liberty against liberty. This new synthesis is co-operation. Whatever else may be done, remember this: competition, as a principle applied to the production and distribution of material wealth, has worn itself out and is passing away. We are swinging on the hinge of destiny. We are in the transition state of the greatest sociologic event yet recorded in history. In the new civilization which will soon make its appearance on the stage of human progress men will not compete, they will co-operate with each other for the satisfaction of their material wants, and liberty will again become a word having a real meaning. Let us prepare our children for the change that is to come; let us educate them so that they shall be fit to enter upon their inheritance of liberty.

In the words of one whom I consider the greatest social philosopher the world has yet known:

"The old civilization has run its race; a new sun is rising, and will soon renew the face of the earth. Let the present generation perish, let the old prevaricators die in the desert! the holy earth shall not cover their bones. Young man, exasperated by the corruption of the age, and absorbed in your zeal for justice!—if your country is dear to you, and if you have the interests of humanity at heart, have the courage to espouse the cause of liberty! Cast off your old selfishness, and plunge into the rising flood of popular equality! There your regenerate soul will acquire new life and vigor; your enervated genius will recover unconquerable heart,

perhaps already withered, will be rejuvenated! Everything will wear a different look to your illuminated vision; new sentiments will engender new ideas within you; religion, morality, poetry, art, language, will appear before you in nobler and fairer forms; and thenceforth, sure of your faith, and thoughtfully enthusiastic, you

will hail the dawn of universal regeneration! "And you, sad victims of an odious law!—you, whom a jesting world despoils and outrages!—you, whose labor has always been fruitless, and whose rest has been without hope,—take courage! your tears are numbered! The fathers have sown in affliction, the children shall reap in rejoicings!"

MODERN REVIVAL OF RELIGIOUS THOUGHT.

BY MARIE LOUISE.

One of the most remarkable phenomena of the close of this century is the revulsion which is taking place in the minds of the intelligent class, from the ideas of agnosticism, materialism and what is called "naturalism," into ideas of pure religion and moral philosophies. The records of history show that religious revivals invariably occur at times of national distress or social disturbance. Then, the minds of men, saddened and worried by their miserable surroundings, seek relief or consolation in ideals and religious thoughts. The latest important religious revival in Europe took place in 1835, a period when misery among the masses of the people and worrying insecurity among the well to do prevailed everywhere. From Europe, the feeling of unrest passed in America and the germ of contention between employers of labor and wage workers then put out its first shoots. As early as 1834, it had become necessary for the laborers to organize into unions to repel the encroachments of capitalists and New England took the initial step. The Chartist movement of Great Britain, which was nothing but a labor revolt, sprang up with an energy indicative of much intensity in the cause that gave it birth. In France, the masses, stirred by the misery they endured, broke out in a series of insurrections, each one vanquished but not conquered. In Italy and Germany the same agitation rippled the surface of society.

What was it that caused so general an effervescence among the masses in the fourth decade of this century? Was poverty, was political injustice, new to them? Assuredly not. But the great French Revolution, or, rather, the great European revolution which was fought on French soil in 1789-94, had awakened in the people bright hopes for the betterment of their condition. The Napoleonic wars, by the excitement of their victories and defeats, by the patriotic enthusiasm they inspired, silenced the voice of suffering and hunger. But when the cannon ceased roaring, then the voice of misery became audible.

Why that cry of misery? Had the revolution

been fought in vain? What had become of the "Rights of Man," it had proclaimed so loudly? The middle class alone really benefited by the great upheaval. They secured absolute supremacy, but the working class remained in their old state of dependency. Hence the ugly and fretting mood of Europe soon after the fall of Napoleon. Discontent, whetted by the pinchings of poverty, fostered hatred and strife, spread fear and gloom over society. All the elements favorable to religious revival obtained, and soon the phenomenon itself appeared. The movement, however, tended not towards a return of zeal for the dogmas of the established church, it started squarely towards primitive christianity and the uncorrupted principles taught by Jesus.

Why this leap over the church down to Christ, himself? Because the glimpse of liberty, justice, equality, which the masses of the people had caught on the stage of the great revolution, had suddenly opened their eyes to the real character of Christ and of his teachings. The secular side of these teachings, which the church had so long screened, began to be intelligible. The doctrines of Jesus were, abstract and concrete, devotional and practical, related to future and to present life, were religious and social, cared for the soul and the body of man. This was a new view, a revelation.

Accordingly, we find the religious revival which matured in 1835, strongly tinged with social theories and communistic tendencies. Indeed, it may be said that a wave of communism swept over the western nations. In Germany, Archdeacon Ebel and his colleague, Distel, formed the society of "Muckers" and created a tremendous excitement in the country, the king himself being drawn into the dispute for its suppression. In England, the clergymen Henry J. Prince and Starkey founded the Agapomene at Charllynch, County of Somerset. France took her place in the van of the movement. Saint Simon having died a few years previous, his theories were taken up by such illustrious men as Augustin Thierry,

Auguste Comte, Enfantin, Pierre Leroux, Francois Fourier, and others, and were later elaborated by these great and able thinkers, each branching off with new and original ideas. The result was the spreading of numerous religious-sociological speculations and the attempting of several practical experiments.

In America, the religious wave rolled with great force and many Bible Communities were formed. The "Perfectionists," with the names of Mary Lincoln and Lucinda Humphreville; the "Shakers," with Ann Lee; the "Oneida" community, with Rev. John H. Noyes; the "Mormons," with Joseph Smith; "Brook Farm," which recalls the names of Margaret Fuller, George Hatch, Channing, Dana, etc.; the association of Josiah Warren, and also several exotic plants, such as the "Phalansteries," of Charles Fourier; the "Icarian" colony of Etienne Cabet, in Texas, and many other enterprises of minor importance. Each of these undertakings was a protest against the existing conditions, political, social and religious.

Today we are once more confronted with a general popular dissatisfaction; society is shaken from center to circumference by the claims of one class which the other class refuse to recognize. Theories and speculations fill the air with their clattering, a condition of painful unrest has obtained, and with it we have its concomitant, the religious agitation. Over us is passing a religious-philosophical wave which carries with it far more of transcendentalism than did that of 1835. From France we hear that the skepticism of Voltaire, which Edmond About, Ernest Renan, Charles Darwin and their colleagues, have translated with so much of emphatic earnestness,—is rapidly vanishing before the advance of Buddhism, spiritism and occultism. The students of the *Quartier Latin*, and, in fact, all young France, have ceased to pose in the attitude of freethinkers and wear an air of thoughtful reverence for religious and philosophical theories greatly to the disgust of their elders, whose ideas were fashioned by a different current of thought. No doubt, the sun of the glorious era of Voltaire has set. Whether it will rise again, or not, is for the future to tell.

The current of thought on the line of idealism, spiritualism, occultism and oriental philosophies, is strongly emphasized in North America. As may be expected, this landing among us of oriental speculations, is viewed with scorn by those who voice popular conservatism, by demagogues, by superficial reasoners and critics, by pedants who invariably rail at everything. This innovation they attribute to morbid desire (espe-

cially in the feminine element of society) for something new, something odd, for the fad of all fads to help passing time away. This, however, is jumping at conclusions. Back of this manifestation is a cause which it were foolish to ignore. When a fact confronts us, why not look it in the face? To ignore it, or distort or minimize it, is of no avail, its mere presence among us demands serious and respectful consideration.

What, then, is the reason which causes those who are craving for spiritual food to turn to exotic ideals and theories? There can be but one answer. The native theories have ceased to be effective, have fallen in the estimation of the people. Voltaire and his followers have battered on all the corners of modern christianity, have not only destroyed its superstitions, but also damaged its great, but veiled, truths. Primitive christianity lies buried beneath clerical misinterpretations and skeptical denunciations. The reaction of both these is a wave of transcendental spirituality which flows past modern and primitive christianity, past the mystery of Jesus' incarnation, past the crucifixion and the resurrection, and reaches the fountain head of spiritual philosophies as preserved by the Hindoo race since eighty centuries. In that course, nothing is derogatory to the personality of Christ, for all of his teachings were a summary of the doctrines elucidated in the Vedas.

The Hindoo race seems to have been selected by nature to be the warden of pure religion and of rationalistic philosophy. The part they played is similar to that assigned to the Arch and the Levites among the Jewish race of biblical time. While the western civilization passed from the wars of conquest to those of industrial competition and went mad in the race for gain, the Hindoo people remained plowing their fields, living in pristine simplicity, dwelling in peace with one another and with all the world, studying nature, discoursing on religion and on rationalistic philosophies, transmitting the truths expressed in the Vedas from one generation to another during long ages, aiming to reach at the highest mental and spiritual perfection attainable on earth in order to be blest soon with the everlasting peace of Nirvana.

The nations of the west developing on the line of commerce and industry, were logically drawn into placing material above spiritual interests. Being too busy, and little disposed to attend to the salvation of their souls, they trusted to priests who claimed to be divinely appointed as mediators between man and his creator. This delegation of moral functions developed "moral irresponsibility" and produced crime by dimming the idea

of the consequences of actions. To correct crime, statutes were enacted and the cause that produced it, viz.: "moral irresponsibility," was not only left uncorrected, but was confirmed and strengthened by the means of violence used to correct its effect.

Very different from this was the development of the Hindoo civilization. The Hindoos subordinated material to spiritual interests, causing the latter to control the former. Knowledge, they maintained, is the end and object of man's life.

Eudæmonism sets down happiness as the aim of man's life. The Hindooistic idea gives us the key to the Eudæmonistic. Only through knowledge can man reach happiness whether we place that condition of bliss in the regions of this world or in those beyond the grave. It is not surprising, therefore, to find the Hindoo religion erected on a base of solid rationalistic philosophy. The first utterances of Buddha to his people were:

"Believe not in a thing because it comes with a great book; believe not in a thing because it comes from a great man. Test everything, search everything, find out the worth of a thing and when you have found it out cling to it, make it your own life and give it to others."

Accordingly, the Hindoos were zealous investigators of physical and psychical phenomena and speculators on religious philosophies; they searched the mysteries of the universe, of which man is the microcosm. The first principle they implanted in the minds of their children was the interdependency of all men and all things in the cosmos, thus forcing upon their reason the fact that the welfare of one man is unavoidably dependent on the welfare of all other men, and that his mental culture and spiritual perfection are conditioned by his efforts to promote the happiness of his fellow creatures. Educated on a plane so truly moral and rational, the Hindoos needed no statutory laws to govern their actions. Hence the simplicity of the political administration of that truly great people.

Despite so great a difference and so marked a contrast between the oriental and the occidental civilizations, both were cradled in the same principles of morality and rationalism; both shot from the same root. But the shoot of the west capriciously deviated from vertical growth and straggled from military despotism to feudalism, to clericalism, to commercialism, and industrialism. It plodded along, dragging about its limbs a heavy baggage of skeptical and destructive theories, of political corruption and mercenary greed, deflecting more and more from its primitive position, the center of gravity falling more and more outside the base.

The shoot of the east, on the other hand, indulged in a few freaks and zigzags, but it constantly brought its center of gravity back within the base. Consequently, the Hindoos developed a spiritualistic civilization, the very antithesis of that of the christians.

Possessing these data, can we not formulate an hypothesis that there exists in these two civilizations a surplus quantity of their respective and inherent characters and that a mutual exchange of that surplus would benefit both? A little more of idealism would refine and humanize the gold-worshipper of the west; a little more of practicability would energize the dreamy philosopher of the east. For the veneered religiosity of the former, true religion would be substituted; for the crude and rural simplicity of the latter, taste and material comfort would be substituted.

Is this an idle dream? I maintain that not only is it not a dream, but it is a possibility, nay a probability. Otherwise, how can we explain the enthusiasm manifested at present by the western peoples for eastern religions and philosophies. Does not this movement prove that a current of sympathy is stretching from the land where the sun sets to that where it rises? All things tend to make of this assumption a fact; even the recent China-Japanese war is empaioned on the behalf of a rapprochement between the east and the west.

Our capitalists may wink towards China with hope to exploit her and capture the numerous business advantages she has kept walled up for long ages. But the greed for gold will be checked in its grasping by the thirst for oriental knowledge which is arising in our midst. Young Europe and America will have something to say about the doings of their elders; one ounce of mind can explode one pound of matter. The tendencies among us are not so much to despoil the eastern nations as to assimilate ourselves to them and they to us.

Twenty-five years ago, Walt. Whitman's "Leaves of Grass" was hardly noticed and less understood. Today it has risen to the importance of a marvel of highest philosophical conceptions. It is the Vedanta of the west, a purely Hindooistic philosophy. W. Whitman, the greatest philosopher-poet of our civilization, takes us by the hand and leads us to oriental religion when he says:

"I celebrate myself

And what I assume you shall assume,

For every atom belonging to me as good belongs to you."

"I believe in you my soul....the other I am must not abase itself to you,

And you must not be abased to the other."

"I do not ask who you are, that is not important to me;

You can do nothing, and be nothing but what I will enfold you."

"The Hindoo religion," said Swami Vivekananda at the parliament of religions, at Chicago, "is one of toleration and universal acceptance."

It is noteworthy that India never had a religious war or persecution, and has been the land of refuge for the persecuted of all the religions of the earth. Not only is the Hindoo faith one of "universal acceptance," but it is also one of universal comprehension; it enfolds with warm love all men and all things. To the humble and mute worshipper of a personal God it says: "Brother, you possess the truth, but you can go higher;" to the metaphysician who dissects his mind to find out the real attributes of the divinity, it says the same thing; to the philosopher who knows of no personal God, and rejects all things which reason cannot prove, it also says: "Brother, you possess the truth, but you can reach higher." Truth, for a man, is that which his mind can grasp, what fits its temper. The growth of the mind unfolds new and larger truths, and the process continues until the highest conceptions are reached. Hindooism is dualistic and monistic; that for the neophyte, this for the adept. The teaching of the Christian church is exclusively dualistic: God above the universe and arbitrary ruler of it, a creator apart and distinct from His creations. Hindooism rejects not this, but it gravitates higher and higher until it reaches the principle of the oneness of things in the universe. God absorbed in the whole, the whole absorbed in him. That phase called *guanum* or knowledge is that of absolute rationalistic philosophy; the apex, the crowning of all speculations; the casting away of the I and the thou, of egoism and altruism, the merging of man into the whole, and the whole into him; the entering into perfection; it is a phase of highest development which had its counterparts in the highest degrees of Greek and Egyptian mysteries, and of which we have a faint reproduction in the master degree of Free Masonry.

Religion, like all other principles, is subject to deterioration and corruption at the hands of man. It is then that reformers arise to rescue the sinking ship of faith, as Buddah did when he battled with a powerful sect of materialists and a strong, despotic priesthood, crying: "Justice for the poor! Justice for the animals!" Before his devoted courage and enthusiasm, the materialistic doctrines and the priesthood vanished, and for a time purity of religion was restored. Notwithstanding its several periods of temporary degeneration,

Hindooism has traversed eighty centuries, has buried thousands of foreign creeds and hundreds of civilizations, and its power to survive is simply marvelous. Amid the wars, the conquests, the devastation, she has endured, India bore safely the legacy of eternal truths assigned to her care. Today, when we are weary of skepticism, superstition and the unsatisfactory conclusions of science in matters spiritual, the Mother of nations turns to us, holding out the Mother of religion. To the confirmed materialist and skeptic, this may have but little import; to the impartial observer and veritable thinker, this phenomenon is as wonderful as it is significant. The teachings of the Vedas appeal to the best nature of man, they express "religion," not "religiosity." Can we withhold admiration for utterances as inspiring as these: "God is in me, I am in God!" "God is the reality of my own self." "The human soul is omnipresent; it is unconditioned, it is free and eternal, never began, never shall end." "This world is not, God alone is." "That we are many is a delusion, we are but one." "Where seekest thou me, my servant? I am within thee." "I am neither a man nor a plant, nor an animal; I am the eternal consciousness; I come from nowhere; I go nowhere, space and time are within me." "The principle of oneness in the universe is the base of morality." "Not me, but thou, my brother!" "I can never be virtuous until all are virtuous." "I can never be happy until all are happy." "Work, think not of punishment or reward from God." "Desire nothing for yourself." "Be not bound down, not even by good work," "An evil deed becomes a bondage, a good deed may also put you in bondage." Work and go beyond the Vedas, get free from all things, sects, books. * * * "The Vedas teach most of this world, come out of it." "May you never be so degenerated as to seek for reward for your work." "Hold on to reason, stand up for truth." "A thief could be saved rather than a man who looks down on another."

The Hindoos recognize not private property in land, the soil belongs to the community. The country is divided into villages, each village is a self-governing republic administered by a committee of five called "Punch." The cultivators share the toil and the harvest among themselves. A tax is levied on the village and is collected from the "Punch" by the collectors of the crown. The village system is the backbone of India; public ownership of land is the concomitant of the moral philosophy expressed in the Vedas. The English have attempted to establish landlordism in that country, but with little success and much injury to the people. The East

India company once decided to exact a regular income from the people, a thing impossible to do in agricultural communities, where the crop is subjected to climatic and other destructive influences, making the harvest variable and uncertain. But the company would have the "pound of flesh." To get it they conferred the right of land ownership on the tax collectors, and the regular income was paid as desired. What of suffering, brutality, exactions, fell to the lot of the wretched cultivators is easily imagined. Over these horrors

let the curtain fall. Suffice it to say that a whole third of the population involved perished of ill treatment and hunger. The laborers were made to work for fifty cents per month. The intolerable misery resulting from that attempt to establish landlordism provoked the memorable mutiny in which five millions of Hindoos were destroyed by Christian England. Let history soon speak out and declare to the world the part that the infamous Lord Palmerston played in that dreadful carnival of blood!

A MYSTERIOUS MESSAGE.

BY MAGGIE WILLIAMS.

(Written for THE RAILWAY CONDUCTOR.)

I am not a believer in ghosts. On the contrary I have an irreverent feeling for the celestial personages who are said to visit this sphere under guise of darkness, or in the dim twilight, shrieking and wringing their hands, then to disappear, leaving their auditors mystified and spell-bound.

Experience has taught me to believe in a subtle something too deep for the human mind to fathom? Eighteen years of my life have been spent on a railroad train. What man of such long service has not at some time been warned of impending danger by means that were to him both unaccountable and strange? Spiritualists have sought to unravel the mystery, but have left it more intricate than before. Who can say that it is not fine intuition—a conviction born of the immortal spirit within us, to which our own mind gives color and form. When I have related upon my word of honor an incident witnessed by myself and a friend, you will no longer wonder that I believe in the supernatural. I will tell you the story and allow you to draw your own conclusions. I was riding over a division of the Utah & Northern R. R. en route to Helena, Montana, when I met with my old friend, Mack. He was the conductor in charge of the train when I boarded it at Ogden. We had worked together in the west, but circumstances incident to railroad life at last separated us. After a lapse of five years we again stood face to face, giving each other the hearty hand-shake which betokened our joy at meeting. We were due to leave Ogden at 8 o'clock p. m., and Mack had already changed his black derby for the proverbial blue cap. He soon swung his lantern as a signal to start, and a few minutes later we were speeding along in the darkness. It was raining; at first it was merely a drizzle, with an occasional gust of wind, but as we proceeded west the storm grew

more violent, the water came down in torrents, and was driven against the coaches with a fury that seemed to threaten the passengers within. Most of them had sought their berths, or made themselves comfortable in their seats for the night. The smoking car was deserted, save by a single occupant who arose and went back into the other car when Mack and I entered, leaving us alone and free to talk over the incidents of the past five years without fear of interruption. Scrutinizing my friend's face by the uncertain lamp-light, I saw that he had aged more than I expected; the lines about his mouth were more perceptible, and about his deep brown eyes I noticed a shade of seriousness that detracted nothing from the dark handsome face. I placed my hand upon the broad shoulder at my side and said, "Come, Mack, how has the world used you for the past few years? Open up your heart and tell me all about yourself."

He smiled and replied, "Not much to tell, not a wreck in the whole time; with the punching of tickets and pulling of bell-cords I have been kept pretty busy. No flirtations; no love affairs."

"Bah! the leopard cannot so easily change his spots. I advise you to show your true colors. I wager you have had a score or more intrigues in the past five years."

Mack blushed and was silent. I laughed in my sleeve that I had sent a random shot so close home. He said, "The fact that I have been in love I do not deny, but I do not mind telling you that flirtations are now out of my line."

"Ah, I see, married her."

"Yes, no; that is, I am married and well out of the field, but not without a few marks, I must confess. Tom, there is an old adage, 'A burnt child fears the fire.' It applies to man as well as child;

I am no exception to the rule, and plead guilty if you choose to accuse me of wearing the scars."

"But your wife, Mack!"

"My wife is as good as any man's wife, and like a draught of pure cold water after too much wine, is the cooler, calmer love that comes after the mad passion has scorched everything its breath has touched, and burned itself into a heap of smouldering embers." His seriousness startled me. Was this the same Mack I had known a few years ago, and whose pride it was to boast of being heart-whole and fancy-free?

I could not help but smile at his earnestness and replied, "Have a care, old boy, how you rake over those smouldering ashes of dead love, as you are pleased to call them, lest at some time, and without a moment's warning, a spark should ignite and destroy your peace of mind, and consume your happiness."

"I have no fear; there is nothing to fan the spark into life again; no fuel on which to feed it; that love is beyond all recall—*she is dead*. You remember the day we parted on the old exposition ground, you to go east and I to take my train out as usual, over the Denver & New Orleans. That day I shall keep in my memory as one of the happiest of my life. I had as one of my passengers a young girl, who had missed the train she should have taken, and just as I was getting ready to pull out asked me to honor her ticket the short distance she was going. After a first look into the anxious face I did not hesitate, and I asked nothing more than the happy look she gave me to repay me for the small favor. As we went bowling through the valley, or winding our way by the river, I was engaged in singing to myself snatches of some love song, and watching the face directly opposite me. I felt myself completely captivated. I had seen faces more beautiful, but none had ever held for me such strange power of fascination. Everything seemed changed; the hills looked greener; the sun shone brighter than ever before, and the birds were singing their sweetest songs. A hundred times I wished that the place at which she would leave me were removed to the farthest end of the earth, and that no other than this train would take her there. It was a genuine case of love at first sight. One moment I would tell myself she was the one woman in the whole world for me; then the next I would mentally reprove myself for the folly. When we parted that day the fair enchantress had not gone out of my life as I supposed. The way had been paved for a friendship between us, and I will not tire you by telling you how the friendship began. I will only say it was mutual, and letters passed frequently between us. Each day I lived on the

hope of seeing her. I would have bartered half my life to be in her presence; to feel the magic touch of her hand, and to feel her warm breath upon my cheek as I held her in my arms, and imprinted kisses on her lips and brow. In the madness of such a love there is less of pleasure than of pain, and nurtured in the warmth of a full heart, it cannot live in the chilling atmosphere of neglect. Heaven knows I did not mean to neglect my Lillian; I was called out west, and had pictured for us a home with Lillian as my queen. My first letters to her were miscarried, and, as I afterwards learned, they were intercepted, then came the first misunderstanding; subsequently a coldness and long silence on my part. When I wrote to her again my letters were returned unopened, and marked unclaimed. She had gone away, and had sent me no word. Every effort I made to find her was in vain. When a year had gone by, and the flowers were in bloom again, as on the day when I first met her, I heard from Lillian. A letter came at last addressed in her dainty handwriting. God bless her. I pressed it to my lips, while my heart beat so fast that I could hear its beating. I looked at the envelope long and earnestly. All the eagerness with which I first received it had vanished. I knew its contents were life or death to my hopes, and somehow I stood in awe of the latter. When alone in my room with no human eye to witness my pleasure or pain, I broke the seal and read as follows:

"DEAR BROTHER MACK: This is what you once taught me to call you, and since you have thought it best to put aside our love, I trust you will not mind me calling you brother still. They tell me I am dying, that before another day shall dawn, life for me will be done. I do not reproach you, Mack, that your love for me was of so short duration, while mine for you must be for life, death, and eternity. They have promised to send you this when I am gone. Yours in death,

LILLIAN."

His story was finished. He did not move, or lose the sad expression that had settled on his face while relating it.

Both of us had become oblivious to the storm outside, and were only aroused by the door being opened admitting a gust of wind and rain. Mack closed it, muttering an imprecation against a brakeman who did not know enough to close a door. Scarcely had he reached his seat when it was opened a second time, wide enough for a small white hand to appear, holding a message; "A train order," Mack exclaimed, "but where in the devil,"—the sentence was never finished. When he reached forth to receive it, both the hand and the message disappeared. Mack's face was like marble. "What does it all mean?" he asked, but I could give him no solution of the

mystery. The sound of his voice had scarcely died away when the message once more greeted our astonished vision. There, written unmistakably plain, were the words: "*Train No. 104 flag to Beaver Dam.*" There was no station at Beaver Creek, and Mack assured me he had never before received such orders. There it was again, this time plainer than before. Mack leaned his face close to mine and whispered, "I am no coward, but *that* is a railroad warning, and reminds me of the night when Fred Granger so nobly sacrificed his life to save others." It was but the work of a minute to pull the bell cord, and bring the train to an abrupt halt; this Mack did, and said to his engineer, "Charley, on account of the severe storm I wish to flag to Beaver Dam." To

this the engineer readily assented. Could he, too, have been warned of impending danger?

We proceeded slowly under flag until we reached the place known as "Beaver Dam" where the bridge crossed "Beaver creek," when we were brought to a sudden stand-still by the brakeman, who frantically swung his red lantern, and shouted at the top of his voice: "*The bridge is gone; the bridge has been swept away.*"

The bridge was indeed gone, and as Mack and I stood beside the swollen stream and looked down on the black waters below, he said:

"Tom, that was her hand, the hand of Lillian. 'Tis true a man's love is but for a short time, while a woman's love is for life, death, and eternity, and her's has reached down from Heaven to save me."

THE SOCIALISTIC IDEAL.

BY JOSE GROS.

The *Arena* for July contains a very well written article by a lady who, while accepting the single tax as a remedy for some of our industrial evils, cannot see how it could bring any fundamental good results. The latter, she holds, can only be accomplished by socialism. Like all socialists, she cannot realize how a mere change in methods of taxation could stop the present power of trusts and corporations, by which most of the wealth falls into the hands of the few, through new inventions and machinery of great cost that can only be obtained by men of wealth.

We have explained that to our readers; but long ago. A new presentation of the subject may not be out of the way, since the bright article in question has suggested it. It shall be connected with what said lady mentions about the Standard Oil Company having become a monopolistic power before controlling any oil lands, something often stated by other writers. We don't know to what an extent that is correct. We do know that the power of that company has increased in proportion as it has been able to control the oil lands of the nation, those in actual use, and those which may not be needed for the next fifty or one hundred years, so that it now possesses about 1,000,000 acres of such lands. Their potential monopoly value is at least three billions of dollars—\$3,000 per acre. The company would not sell them at that price. Well, the single tax, 5 per cent on that sum, would take from that monopoly fifteen millions of dollars per annum. To that we should add a goodly sum for the valuable sites of its plants; also for the land value of the strips for the pipe lines, the under ground roads by which

the oil travels to the cities; but we shall let all that go. Enough has been said to show that our oil monopoly would be rapidly swept off, and several hundreds of companies would take its place, under free competition. All because of that naughty single tax.

Yes, the Standard Oil Company may have commenced its existence without any oil lands. It was then a mere combination of railroad magnates, with their discrimination rates against the oil producers whom they wanted to force to sell their lands and plants. That combination was already resting on the tremendous land monopoly of our railroads, with their six billions land or franchise values, that the single tax would take away from them. Don't you see again how the railroads themselves would be swept off, as a monopoly, and drop into the hands of the people, when all discriminations would cease? And that would stop all trusts or combines resting now on the railroad monopoly.

Before we take our leave of the Standard Oil Company, we should notice that that monopoly is trying to extend its hands to the Argentine Republic, very rich in oil lands. Do you suppose the company is to be satisfied with the mere control of machinery? Not at all. They are trying to take possession, through legislative favoritisms there, of the Argentine oil lands. Remember that such is the process which would not work under a single tax civilization.

We even have the idea that such a civilization would not long depend on any delegated legislative bodies; but only on the grand congress of the people, annually assembled at the polls, there to en-

act a few, very few, and simple, and basic laws. As in the past and in the present, so in the future, all delegated legislative bodies shall be controlled by the open or masked plutocracies that parliamentary systems are bound to evolve. Even socialism would evolve its own plutocracy, because, on account of the complexity of the system, it would have to work through delegated legislative bodies.

The above is a mere digression, which may not do any harm, for all reformers to meditate upon. Only patching up reforms have ever been accomplished through parliamentary systems. Nothing is lost by looking ahead for the natural obstacles that fundamental reforms will have to overcome.

In the meanwhile let us return to our previous line of thought, and so ask ourselves: What is a trust? A group of corporations resting on restrictions in production through restrictions in the land supply where land happens to be most useful to this or that line of production. That massing of corporations proves that they themselves can only exist through the intensified restriction of the land supply that the trust alone can accomplish.

The single tax, properly understood, and hence properly codified, would make it impossible for any group of capitalists to restrict the land supply of nature, and, by placing civilization in peace with the natural order, would destroy all combinations that may try to defy that order of nature, which is the order of God. As such, the whole order is extremely simple, and necessitates but a few simple social contrivances respecting all equal rights among men, and hence conducive to the evolution of social righteousness.

We should never forget that every corporation rests on privileges that we deny to the plain worker or capitalist, privileges which transcend natural rights and equal freedom. No corporation could then be accepted by a single tax civilization. They all would have to be reconstructed or modified on the principles of the plain business concern, and only with a large number of partners. Corporations would have to gradually become groups of capitalistic workers in free co-operation or free association, that being the only natural principle of all honest industrial progress. We would thus have what socialists want, without the restrictions and complexities of the crude socialistic ideal of our days.

Crude and incomplete as it is, our present socialistic ideal, it has already become far superior to any previous conceptions on the subject, and it shall keep on improving until it has attained the heights of absolute ethics and freedom embodied by the single tax philosophy, when we want to

grasp it in all its symmetry and connections. That philosophy is too grand and too simple for rapid growth among most men, since we all have for centuries been taught to distrust whatever may be both simple and grand.

To corroborate our above idea, look at the fact that socialists consider our modern industrialism as in the line of evolution, and hence their desire to suppress all trusts through the universal trust, and all monopoly, private and corporate, through public monopoly. Evolution, the real article, means a march towards perfection, beauty in better and new forms replacing the old and less beautiful forms. Well, is there anything but deformities in the evolution of modern industrialism? Is it not producing evils that, in many cases and respects, transcend the worst atrocities of the worst civilizations?

The writer has not been a wage slave for the last twenty-five years. He was something of the kind from 1860 to 1870, when wage slavery was much less bitter or harsh than it has been for the last fifteen years. Yet, he would prefer the fate of the average old serf or chattel slave to that of the modern wage slave, whose mental agonies are often harder to bear than the physical sufferings of most old serfs and slaves.

No. Our modern industrialism is not evolution of the constructive kind. It is simply the evolution of destruction, and it must be destroyed root and branch through an absolute principle of ethics which does not compromise with wrong in any form. That evolution of destruction cannot be made to work good by letting society assume the responsibility of wrong doing. Evil is evil even when done by majorities however large, and no good can ever come from evil by the mere process of broadening its sphere of action.

The trust and the corporation are wrong, because they involve monopoly, the denial of certain natural rights which constitute God's patrimony to all men, and so to each one of them. Not even government or majorities can alter the divine order with impunity. All that majorities and governments can do, and should do, is to see that all men respect their collective or social rights, and so the natural functions of government, such as the public control of public utilities, because vital to all. When that is not done, and that is what we have failed to do, under despotisms as well as under parliamentary systems, then government abdicates its own rights, and society becomes the prey of legalized banditism.

It is on account of all that that no understanding of single tax principles is grasped until they are made to include that government must do all that which, if left under corporations, invites

some individuals to get on the top of the rest, Peter robbing John under forms of law, because of laws interfering with free competition, with individual rights

As for the idea that the new and powerful machine may control labor without the holder controlling the land on which it has to rest, and from which it has to derive its power, fuel, etc., as well as the materials for its construction, and to remain in working order, that idea is a constant source of amusement to the average single taxer, and now and then makes him feel a little proud of himself, because of God's higher revelations to him, as a species of arch-angel minus the wings. The latter he

expects to get on the other side of the grave.

Arch angel or not, he sees what the rest of humanity insists upon not seeing. He sees that under a single tax civilization, all land, the eternal and imperishable machine, shall be controlled, not by capitalists as such, but by the workers as workers pure and simple. The workers alone shall then control the grand totality of transient, perishable machines, the old as well as the new, the weak as well as the powerful. All because of an absolute principle of universal ethics applied to all social and industrial ramifications

If socialism is right, the single tax would throw the doors wide open for us to step into *the socialistic ideal*. It is funny that our socialistic brethren cannot see that.

OLA WILLARD.

BY FRANK A. MYERS.

"What you got?" asked Mrs. Bowman of her husband Joel, as he came in one evening with a well-wrapped something in his arms.

"A bit of old hoss," he answered, using a well known phrase for articles left on trains by negligent passengers, and for other unclaimed packages, which are put up at auction and sold.

"What is it?"

"A baby."

"A baby!"

"Yes."

Then Mrs. Bowman caught it excitedly from his arms and unwrapped it. There, indeed, was a plump, healthful, sweet little thing, not more than six months old, looking up in her face with a smile. It thrilled her. They had been married ten years, and no children.

"Isn't it sweet! The dear little thing!" and she clasped it to her breast.

"We'll keep it," said Joel.

"Whose is it? How did you get it? Where is its mother? Tell me all about it," cried Joel's wife rapidly.

While she nursed the little waif, Joel, having seated himself, told the story of the foundling.

"This bit of old hoss," he began, "was brought into the coach at Jamestown, by a well dressed, lady-like woman, and I took up her ticket as I had taken up the others. It was from Jamestown to Sand Point. I can't tell, but I suppose she got off at the latter place. At any rate, a woman noticed the cackling little thing in the seat by itself, kick-up its heels, and asked me where its mother was. I didn't know, but I suspected at once that it had been left there on purpose, and I decided to keep

it. When I got in I bundled it up a little, as the night air was somewhat cool, and—here it is."

"Ours?"

"All ours "

"Did the mother forget it?"

"Forget it! Does a mother forget her child? Yes, she forgot it—a purpose, that was all."

"Why, Joel, why?"

"Most likely she didn't want it."

"Not want it! How you talk! Who was she, the heartless thing?"

"I don't know—would hardly know her if I should see her in the same clothes. I paid so little attention."

"That's the way with you men, you see when you shouldn't and don't see when you ought."

"O, well, if you don't want the baby I brought you, I will take it back," drawing his mouth into a comical twist that put his mustache upon one side of his face.

"No—no—no—mine—all!" looking down into the blue eyes of the quiet thing.

"I'm glad you like it."

"What's its name?" looking up at him.

"Old Hoss—all I know."

"Ola Willard," cried the new mother.

"What made you think of that?"

"I don't know—it came to me all at once."

"She's our Old Hoss, anyway."

The little waif forced Joel out without delay, for a nursing rubber bottle and milk, and they fed it. The mother had taken off its wraps, but there was not a letter on the clothes or a sign by which it might be identified. Its clothes were fine, indicating something, but it was a stranger. How-

ever, it was in the best of hands, and Mrs. Bowman would be a fond mother to it if anybody would.

Ola, or Old Hoss, whichever you will, took the milk, and soon fell into a soft sleep in Mrs. Bowman's arms. She had fallen in love with the unknown babe at sight, and her heart instantly adopted it. It was hers—hers to keep.

"I wonder why it was left?" she asked as she bent over and kissed it.

"I don't know. Probably a young wife in high society, deserted."

"Best of clothes. But to forsake a child! I declare—it's awful! How any one can do it."

"It is certainly a great mystery."

"Something behind it all, something dreadful."

"Isn't it pretty! O, the sweet dear!"

"It's late. I don't suppose you'll go to bed to-night. I must be out early, you know, to take out my train. I'm off to bed."

"I'm afraid it'll wake."

"If it does I don't think it's a cry-baby, for it's not cheaped yet."

"O, you don't understand babies."

"I'm sure you do, for you've raised so many," and he grinned awkwardly.

"Joel, go to bed at once."

"There, now, you shall not repeat that order. But you take good care of Old Hoss."

"Ola Willard, Joel—Ola," cried the new mother after him as he stalked away sleepily to his room. He hadn't energy enough to cry back "Old Hoss."

Before he left the next morning he had to see Old Hoss and kiss her, and give his wife minute instructions about feeding her the milk. He was very particular to say it should be milk-warm, and that as it was cow's milk it should not be fed too much at a time.

Ola grew. Years flew away, and she eighteen—educated, refined, beautiful, and a pet. She always called Joel and Mrs. Bowman "pa" and "ma," and knew not but she was their daughter. The secret of her parentage had been carefully kept from her knowledge.

Every investigation Joel made to ascertain who Old Hoss was brought no news of her identity. Her parentage was wrapped up in as much mystery as that of Old Homer, the father of poetry. Mrs. Bowman didn't care for this; Ola was her own dear daughter, now. Ola had grown up under her eyes, to be a wonderful young lady, and nothing could rob her of her sweet companionship. Nobody—not even the real mother, who had so heartlessly deserted the puling infant—had as good a claim on her now as she herself. And yet sometimes she feared the meeting of the mother somewhere.

One morning Old Hoss—Ola—was accompanied to the train by Joel. She was going to a neighboring city to visit a young lady friend for a month, and would go on Gil Parson's train. Gil was one of the most promising young conductors on the road, and as handsome as he was promising.

"Pass her, Gil; she's got no pass," said Joel, "and see that she gets through all O. K."

"I will," and Gil found her a seat on the shady side of the coach. He had heard of Old Hoss, but had never met her before.

"Hope you'll have a nice visit," said Gil, bending over the front seat as he spoke.

"O, Nora Muster and I always have a jolly time." She laughed, which sounded like rich music.

Her very voice had a charm in it. Then she was dressed so neatly. Gil thought she was the prettiest girl he had ever seen. It is quite possible that he smiled a little more as he said:

"I know Nora. She's a lively girl."

"Nothing like her," said Ola, a sparkling gleam of great pleasure in her soft blue eyes.

"I'm not so sure," straightening up and watching the effect of his easily understood remark. With easy grace she passed his allusion and observed:

"This is my first visit to Nora."

She moved nearer the window and settled herself in the seat. The motion was sprightly and youthful.

On the way Gil found opportunity to sit with her a few minutes and improve the occasion to become better acquainted with her. She was apparently delighted with his attentions.

"How long will you stay?" he asked.

"O, about a month," she answered lightly.

"Nora Muster is the belle of the town."

"See here, I'm going to grow real jealous, if you know so much about Nora." Her laugh was perfectly charming. The way she said it, the remark was wonderfully appropriate. There is more in the manner sometimes than in the words.

"You don't need to," he remarked boldly.

"But you mustn't take me seriously. I never mean anything I say." She looked up archly. He noticed nothing behind in her eyes, and was disappointed. Already he had founded hopes.

"That's the way with all girls these days—they don't mean anything. According to your own words, I can't except present company. Now, I'm not that way."

"I never knew a young man that was—in his own opinion," quickly she uttered. "So many broken-hearted young ladies speak differently."

"I believe we never see ourselves as others see us," he observed for the want of something better.

"And an open confession is good for the soul. You confess, I see, and there's some chance for you."

"What do you mean by chance?" intentionally misconstruing her words.

"The prophet always has followers who explain his doctrines," she said, sagely.

"I'm at sea."

"Without compass or rudder?"

"No, running wild on the track."

"Is there a track on the sea? I thought poets always spoke of the trackless ocean." Her merry laugh confused him.

The whistle blew at a station, and he left her with a courteous smile.

One day she asked Nora Muster, in the most natural way possible, in order to avoid any surmises in Nora's mind, who Gil Parsons was.

"Don't you know, Ola?"

"Yes, but do you know?"

"O, somewhat. He used to be a little sweet on me—two or three years ago—may be not so long. But why do you ask?"

"O. I came up with him. I never saw him before."

This was entirely satisfactory to Nora, and the subject was dropped. Ola had found out what she desired to know. It, some way, was not altogether pleasant to know that Gil and Nora had been taking modern scientific inventory of each other's hearts—been testing the degree of fever with a love thermometer.

It so happened that when Ola—Old Hoss—returned home, she went on Gil's train.

"Had a nice time, I suppose," he said as he was passing, on the way through the coach taking up and punching the tickets.

"Splendid, lovely," she laughed, conscious of the words she used. She had been too well educated not to know the nature of the words that fell from her lips. It made no difference to Gil what she said, so she said something.

"Glad you had a good time," he returned.

"Two such frolicksome pieces of humanity as she and I couldn't help having a good time."

"I believe you."

He passed on.

It was with a good deal of attention, she thought, that he helped her off the train at home. She wondered whether he meant it. No doubt, she hoped he did. A thought, like a wandering comet, arose in the firmament of his mind, as to whether she cared enough to think of him when out of his presence. So strange is the workings of love, it leaves a blissful doubt in the mind.

In a few evenings he had occasion to see Joel Bowman—so he persuaded himself—about some

train matter and he called at his home. Joel was not at home, and we are half inclined to believe he knew it. However, Ola was there, and that was the principal consideration with him. She was as pleasant as possible.

"I don't believe it's any trouble to you, to be happy," he said, in answer to her playful laugh, turning in the large easy chair.

"What makes you think so?" leaning back languidly, the very picture of happiness. If it had not been such a natural act, he would have believed she was posing. But all her surroundings seemed to deny such a soft imputation.

"Why shouldn't I think so?" he uttered somewhat blindly.

"I can't tell. Do you think I can? I'm not good at guessing the thoughts of another—hardly guess my own. You must speak out—leave nothing unsaid—to me."

That sounded all right—playful enough. Indeed, it had a cool banter in it. Did she know it? Can a girl be mistaken in the inferences to be drawn from her words?

"Well, now, I don't propose to tell you what you can think or not think. I'm not good at that—blind as a bat."

"I suppose I must believe you. You say so. And I've no reason to dispute it."

"Then you are happy?"

"All the time—all the day long. Aren't you? Poor world if one can't be happy in it."

He sighed. Unhappy old world! To him it seemed the rich were even now dealing out happiness to the poor in a most niggardly manner—had a corner on it, and sold it for hard labor.

"You are blessed with a happy disposition. You couldn't be unhappy if you would." He was sincere in this thought.

"Why do you think so?" a ripple of merry laughter falling gently on his ears.

"Now, don't why me any whys. I never answer a why. What's the use. I don't mean to say anything, but where a why is not understood the answer will not be." He looked good-humoredly wise, but not philosophically so.

"Few, I believe, care now-a-days to be thought wise—smart. It's out of style. It's the fad to be thought cute, another word for silliness and pertness. Now, I'm not saying anything either."

"Like me, you never do," he said, and she took it that he hid a covert thrust in it. But she did not care. He had simply said something and meant nothing—sentimental chaff.

"No; wouldn't if I could."

"Suppose I—one—were serious, would you be?"

"I might be—probably could be. But you don't think so, I believe."

"If you invite my opinion of yourself—"

"Opinion!" interrupting him easily. "Opinions! They are but breath—nothing—and don't grow." And she gazed at the parlor lamp, shedding a soft red light over the room, in a comically wise manner.

"No, they don't grow, but they are powerful enough to make and unmake men," he said in a desperate fit of seriousness. He wished she were not so full of untranslatable mirth and remark.

And thus they continued, never reaching a sentimental and straight-forward talk. Gil left a little disappointed, and Ola—Old Hoss—was in a similar state of mind.

The limits of this story forbid a recital of all their after meetings, and their gradual approaches toward each other. It must suffice here to say that when he found occasion to lay bare his breathing heart to her and declare his unalterable love, she was ready to receive it.

A month, perhaps, after their betrothal, something transpired that cannot be omitted.

A middle-aged woman appeared one day and asked for work as a servant in the family. Mrs. Bowman, always generous and helpful, took the poor woman in and gave her work. She was dressed plainly but neatly, and had the air of a refined lady. Ola was the first to notice her air of modest refinement. She gave her name as Patience Prentiss. By her industry and goodness she soon won her way into the hearts of the whole household. Joel said she was the best woman he ever saw, except his wife and Old Hoss, and Ola said she was as good as she could be, and besides was a good cook and house-woman.

Standing in the kitchen door one day she asked Ola in a casual manner why she didn't marry, as she was old enough and not without a good chance.

"Oh, I don't want to marry. To marry is to give up so many little happinesses," she answered, turning entirely around in a gay whirl.

"So many men are painted sepulchres," said Patience sadly.

"Have you been married?" quickly.

"Yes—unhappy me!"

"You! I never thought it. You can't be unhappy; you look so young and contented. Tell me something about it."

"Oh, Ola, I don't say it to discourage you, but marriage draws off the mask. There are many unsuspected pitfalls discovered afterward."

"Why, how you talk, Patience."

"O, Ola, be advised by me—be careful," and to Ola's great wonderment she fell upon her neck and wept as if for sympathy in her loneliness.

"You're a strange woman," said Ola, soothingly.

"I've had a hard life," Patience sobbed. Then she sat down out of sheer weakness.

"You seemed up to this minute to be well contented, and leading a sort of model life, one that many would envy," remarked Ola, comforting her and sitting by her side.

"I was a poor girl, good and beautiful, and my parents forced me to marry a rich man against my will, and my life since has been one of misery and toil." Patience spoke through her hands. "O, Ola, marry the one of your choice, not the choosing of others." This was the wisdom of bitter experience.

"Why, I can hardly think such a thing possible in the life of any one," said Ola hurriedly, earnestly. "Papa and mamma never offer to interfere in selecting my friends. I am wholly free in that."

"I'm glad of it—glad of it. I'm happier now. Do you love Gil Parsons?"

"Why, the idea. Would I marry him if I did not? Of course I do with all my heart."

"Does he love you, or is it only words? Ah, there's the point—that's the point." Ola could not understand her deep, sympathetic earnestness.

"I'm sure he loves me."

"How are you sure?"

"I feel it and he says it."

"Words are nothing. Don't mistake your feelings."

"Why, how you talk!"

"I've met my kismet, as they say, and I know." She paused, then resumed: "As I was saying: my husband soon deserted me, and on the foulest and falsest charges got a divorce, left me homeless and penniless, married another, and my poor parents, believing his horrible tales, drove me from home. I wandered far away where no one knew me and took up a wretched life as a work-girl. Soon a sweet little girl was born to me, and then awful tales were told on me. In my desperate affliction I deserted my child. It broke my heart. But she fell into good hands. I had to desert her in order to get work. No one would have me with the child. It was horrible to do, but desperation drove me to it. She is now a fine young lady, but she does not know I am her mother. O, if I could only kiss her and clasp her as my child, I'd be so happy! But she will never know!"

The poor woman sobbed as if her heart would burst.

"Do you know where your child is?"

"Yes."

"Have you seen her lately?"

"Yes." And she raised her hands to heaven with a gasp.

"Do your husband or parents know where you are now?"

"No—o—o—o!" she gurgled almost like one dying. Ola was frightened. The next moment Patience fell from the chair in a faint. Ola cried aloud, and Mrs. Bowman came running. They lifted Patience to a bed, sent for a physician, and he said her case was hopeless—a broken heart. One hour afterward she died without a word. In the last minute Ola thought she looked up as if for love, and she bent over and kissed her. Peace came to her at last.

Joel always said there was something mysterious about the case, and Mrs. Bowman thought so, too. Ola was greatly affected. It was the first deep sorrow of her life.

They buried her, and Joel had a neat monument erected at her grave. She was not forgotten.

When Ola told the story of her life, Joel was profoundly impressed, but he kept his impressions to himself. Ola told her papa and mamma that Patience had said to her one day that Ola Willard was a sweet name to her, one that a friend of hers once bore, and that she loved it and was glad to know it was Old Hoss' name. Ola always laughed at her papa for calling her Old Hoss.

But who was Patience Prentiss? Joel believed that was not her true name. No one knew where she came from, or where her friends lived. She died unknown, and sleeps the last sleep in a crowded cemetery where her friends, should they seek her, will never find her. The tragedy of her broken life sleeps eternally with her. Ola thinks, she was a good woman awfully abused, but kindly remembered by the good God above. There is no doubt God kindly remembers the suffering and the wronged.

Gil Parsons heard the sad story of Patience's life from Ola, and was visibly moved.

"Did she say where her child was?" he asked.

"No, but she said she was in kind, good hands."

"I wonder why she was so far away from her?"

"Probably she was afraid of discovery."

"Did her child know her?"

"No, she said she did not."

"And she liked your name?"

"Yes."

Gil questioned, but he never suspected.

At the set time they were married, and a happier couple never lived on this round earth—heathen or civilized.

A SOLUTION OF THE TRAMP PROBLEM.

BY H. P. PEEBLES.

[Note: The following article is compiled from the first of a series of lectures delivered before the Man-rotten Social Club, of New York, by that eminent authority A. Pordle Van Snordle, A. L. R. N. E. D. F. O. O. L., and is selected from the notes of the official stenographer of the club. The members of that select and aristocratic society having profited so much by the able and exhaustive course of lectures on the economic problems of our day, unanimously adopted the following resolution at a regular meeting:

Whereas, Prof. A. Pordle Van Snordle, A. L. R. N. E. D. F. O. O. L., an eminent authority on political economy, and a representative of one of the oldest families of Man-rotten Society, has greatly enhanced our knowledge of the economic question of the age by his able lecture on these vital issues:

Resolved, That the secretary be instructed to prepare a synopsis of the lectures given for the use of the press and periodicals of the day.]

It is certainly plain that the discussion of the tramp problem without any investigation or knowledge of the conditions producing the problem, is an attempt to study and suppose a symptom with-

out any investigation or knowledge of the disease.

(Those pursuing this course in medicine are called "Quacks" and "Charlatans," and, fortunately, are greatly in the minority, but their prototype among writers on economic conditions are as yet unclassified, and unfortunately, are greatly in the majority.)

The tramp must be studied as an effect, not as a cause—a fallacy noticeable in many writers. The tramp is even more than a logical sequence of our industrial methods; he is a necessary adjunct of our economic system. When the equilibrium between the necessities of the producer and the wants of the consumer was made to totter, the professional tramp began his career.

The balance began to turn against the producing element some fifteen years ago, and, as improved methods of production and labor-saving machinery have increased, the number of tramps have also increased in exact proportion. Fifteen years ago the tramp was a curiosity; ten years ago he was the subject of sarcasm and ridicule; five years ago he was a nuisance; today he is a menace to society; five years from now he will be—what?

The relation of the tramp to improved methods of production is as close as that of the shadow to the substance. And as one increases the other necessarily follows, (unless men are educated to patiently starve in the locality of their last employment, which seems to be the advice given by most observers.)

Taking the country as a whole, there is still plenty of material for the Fourth of July orations and spread eagle metaphors. The country never was as wealthy as at present. The commodities that constitute wealth, from wheat to a necktie, were never so abundant. In California alone, ninety thousand tons of wheat must be sent abroad to find consumers, and the great elevators of the east overflow with grain, until notice is sent that no more will be received from the western farmer. The same can be said of the warehouses and depots for manufactured commodities of all kinds. Yet, in spite of this unprecedented aggregate of wealth, the tramp is abroad in the land, and the army of unemployed that already reaches millions, is increasing in regular proportions from day to day and month to month.

The superficial observer may wonder at this, and *pseudo* economists flood the press with comments on our wealth and greatness as a nation, but the observer who has studied our economic system deep enough to appreciate the still current that flows beneath the surface, recognizes that this peculiar condition is inevitable, and that under our industrial system destitution and wealth must increase hand in hand.

The tramp and the millionaire are the natural complements, one of the other. They are the opposite and equal arms of the industrial balance. The creation of one implies the existence of the other. Show me a nation without the modern tramp, and the modern millionaire is also absent. Show me a civilization where 10 per cent of the people control less than 60 per cent of its wealth, and it will be one where almshouses are not needed and the producing classes are beyond the fear of destitution.

A recent writer of the superficial school classified tramps into three varieties: First, the honest ones who were really seeking work; second, those who were indifferent, and third, those who would not work under any circumstances. We think, if the gentleman would examine the genuine tramp a little closer, he would discover that his classifications are but different degrees of the same individual. It is the positive, comparative, and superlative degree of the same adjective. When a laboring man loses his position, having been replaced by modern machinery, he naturally seeks for employment wherever hope may give the

slightest indication of success, but the contumely of society, the insults constantly heaped upon him, and the thousand and one vicissitudes of the road soon deaden his selfrespect and weaken his sense of moral responsibility; and whereas, he was positive tramp, he now reaches the comparative stage of tramp, tramp, becoming indifferent as to whether he finds employment or not. One or two arrests, followed by incarceration in the county jail, succeeded by a term of involuntary labor in the chain gang, completes the circle, and now his selfrespect and moral responsibility having been washed away forever, he becomes a modern pariah, an outcast of society, and in the superlative degree is—tramp, tramp, tramp.

There can be no doubt that the tramp has increased rapidly in the last few years, nor can there be the slightest doubt that the increase will be proportionately more rapid in the future. Labor-saving machinery having thrown out thousands in the manufacture of commodities, has within the last few years entered the domain of agriculture, and the self-supporting and respectable farm laborer of last year is the wandering vagrant of today.

Let us examine a few facts in statistics bearing upon this point. The writer was informed a few months ago, that in one of the largest wheat raising counties of this state (California) at least 10 per cent more grain would be raised this year than ever before, and at least twelve hundred men, whose services were required the year before, were not wanted this season, and the same could be said of three thousand horses. Land that formerly cost but \$1 per acre for the use of the plow, is now plowed at the average contract price of twenty-five cents per acre. The traction plow has entered the field, and as this one machine can turn up the soil of seventy-five acres in twenty-four hours, under the guidance of two men, each new plow this year represents the labor of twenty-five men of last year.

The cotton picker has passed the stage of experiment and is now being manufactured by the wholesale. It is said that each machine will do the work of ninety men, and, as fully half a million laborers in the south (mostly negroes) depend for their living upon picking cotton six months in the year, we can see there an opening for five hundred thousand more tramps.

Fully eight years ago Prof. Atkinson arranged a table of statistics which, to his own surprise, showed that if all the mills and manufactories in the country were in full operation there would still be about two hundred thousand unemployed men in the country. New inventions have almost, if not quite, doubled in power and capacity

since then. Now is there any probability of our mills and manufactories resuming in full blast in the near future? We can also refer the reader to the late work of the Hon. David A. Wells entitled "Recent Economic Changes." There he will find that grain, by the use of modern machinery, can be produced at one-third the amount of labor that it necessitated twenty years ago.

In the face of these facts, and many others that could be given, if time allowed, it is certainly the absurdity of nonsense to say that any man can get work if he rustles for it. Men like Prof. Atkinson, Goldwin Smith, and others, who defend our present economic system, are candid enough to admit that the workingmen must learn to live on a lower standard of wages to meet the requirements of machinery and improved methods of production.

As for the remedy, what? After thinking over the matter long and carefully, I can see but two remedies that will go to the root of the trouble, and by insuring perpetual good times and a high rate of wages, abolish forever the involuntary tramp. The first is a co operative method of production, common ownership of land and the tools of production. Then, when new labor saving machinery is invented, the hours of toil can be shortened and the benefit will be reaped by all our citizens. "Oh! but this means socialism." Certainly, my dear sir, it does mean socialism, but it means more than that. It means fraternity; it means christianity; it means happiness; it means, in a word, a destruction of the modern tramp at one end of the chain, and his complement, the modern millionaire, at the other.

Let us turn to the other remedy, and I take some pride in being the first to proclaim it, and offer it as the only solution possible, if we continue our present methods of competitive production. I fail to discover in any of the works of men like Dr. Strong, David A. Wells, Atkinson, or any other of our, so called, plutocratic economists, who so graphically describe the evils of the day, any plan, or shadow of a plan, that will abolish the evils they complain of.

It being conceded that the cause creating the army of the permanent unemployed, as well as the professional tramp, is one and the same, and that the cause is a displacement of manual labor by machinery, the remedy is plain and simple. We must either destroy the machinery and give the producer more chance, or we must destroy the producer himself.

Prof. Thorold Rogers, one of the leading political economists of England, in his recent work "Six Centuries of Labor," speaks of the half

century following the great plague of the sixteenth century, as a "golden period for the English workingman." At least forty thousand workingmen had perished in London alone, and when the black plague had passed the proletariat of England was sadly diminished. The demand for labor was a hundred fold greater than was the supply, and wages increased from week to week in almost arithmetical progression, reaching such a point that parliament was compelled to pass a law making it a misdemeanor punishable by fine and imprisonment, to pay or receive more than a stipulated amount of wages for a day's work. Think of that you army of unemployed—congress having to pass a law to keep wages below a certain point! It is true our modern congress does the same thing and its laws keep wages down, but they no longer do it in that direct way.

There is but one way. Let the United States be proportioned into industrial districts, and a census taken of the number of men requiring to live by manual labor in each district, then a board of experts could readily determine the number of men necessary to supply the commodities needed in each industrial district. The surplus labor having been thus correctly determined, the amount in excess could be shipped to some central point, (the individuals could be determined by lot or any other manner, as this matter is one of trivial detail). At a certain designated spot the government could erect a large air-tight building, and upon receipt of these useless workingmen, they could be painlessly chloroformed.

The utilitarian may object to the expense involved in this transaction, but a careful examination will show that it could be made one of profit. For instance, many of them could be canned and shipped to the cannibal islands of the Pacific, where they could be exchanged for cocoanuts and other tropical fruits. Human skin could be tanned and put to a variety of profitable uses. An extra article of glue could be made. Bone phosphate and fertilizing matter could be made another source of profit. This objection having been answered, others may say it would prevent the use of christian charity, and thus block the road to heaven of many who know no other way of reaching that desired abode than by presenting their afflicted neighbors with winter flannel, cast-off clothing, etc. In order to preserve this way still open, a few of the old and decrepit might be retained in every district.

In order to show that this remedy is not entirely new, as applied to surplus labor, we note that in the San Francisco *Examiner*, of a recent date, a dispatch from Detroit stating that Mayor Pingree,

of that city, has advised the chloroforming of five hundred extra horses as their services were no longer needed by the city, and the cost of their maintenance is becoming quite a burden on the taxpayers.

While I claim the credit of being the first to outline this practical and feasible solution of the tramp problem, I will admit that many others have pointed out the way, a well known writer in the *Atlantic Monthly* having recently declared that the time has come when the tramps must be treated with an iron hand. Another stated that when the unemployed workingmen would insist on going to places where there was no chance of employment, it was the duty of the citizens to

make it very unpleasant for them, and a great many hints of a similar kind might be found in many of our periodicals and magazines, as well as the daily press.

I offer this plan as a solution that will insure good times, that will prevent unnecessary competition between laboring men, and insure good wages. I confess that under our present industrial system I cannot see any other remedy. Others, however, may be more fortunate, and if able to invent a plan that will insure relief as certainly as the one I have outlined, I will cheerfully give way, but, until then, I will insist that the plan proposed presents the only practicable and feasible solution to the tramp question, the unemployed, and the whole industrial problem of the age.

OUR NEW YORK LETTER.

Almost the only thing that people are talking about in New York just now is the abnormal enforcement of the Sunday excise laws which we have been experiencing for the last few weeks, since Theodore Roosevelt was made police commissioner; and as it is a question which more or less concerns every community of any size in the country, it is reasonable to suppose the matter is interesting citizens of the United States in general. To properly understand the situation here, it must be appreciated that there has been a gradual change in sentiment as to Sunday observance with us that comes not so much from an influx of foreign population, as has been the case in western cities, as it does from the special conditions of our own daily life.

Not only has there been a great growth of "liberalism" on religious matters, that may be directly traced to the influence of life in a large city; but the struggle for our daily bread (to say nothing of butter) has become so intense that both men and women find more need for recreation, and yet have less time to exercise it in. Homes have been crowded out so far from business sections that, even when the working day is not excessively long, the time consumed in traveling to and fro uses up about all of the spare half hours; and as a natural consequence, our population in general has drifted away from the old conception of Sunday as a day primarily for religious observance, and has transformed it, in whole or in part, into a day for amusement. So firmly has this become established that there are not more than two or three of the many clubs for outdoor sports within a radius of twenty miles, whose grounds are not chiefly utilized on Sunday; two of the most prominent and aristocratic of these, on Staten Island,

having their tennis courts and golf links, in both instances bordering on public streets and without any high fence to screen them, in fuller blast on Sunday than any other day in the week.

We have a Sunday law that is positively Draconian in its severity, coming down from previous generations, and forbidding almost everything that New Yorkers now do on Sunday, but it has gradually become totally obsolete; and with the rest of them have fallen into disuse the provisions which require the closing of saloons. Saloons, with us even more than in most other places, are treated as a sort of club house, because we have no neighborhood life proper, and clubs or some kind of substitute for them have become absolutely essential as a means for men to get together. There is still in the community that abominable spirit of hypocrisy which makes concession to a tradition that it has outlived, by maintaining on the statute books laws which the great majority would never willingly have enforced; and in addition to this, we unfortunately live under a state constitution which makes us helpless to regulate our own strictly local affairs.

Recognizing all this, it has always been the policy of our public officials to tacitly ignore these laws which had lost all their real sacredness, since, although affecting solely local affairs, they no longer reflected local sentiment, and public opinion has always sustained them in it.

But now comes along a new administration which, although labeled as for "reform" pure and simple, was, in reality, only a fortuitous outcome of a strictly partisan victory, and it conceives its mission to be the making a record by doing various new things, or reviving old ones that were long since abandoned by informal general consent

as no longer useful. One of its fruits has been the election as a criminal judge of a man whose sole recommendation is that he was Parkhurst's counsel, and who has brought to the bench probably the most unjudicial mind we have ever had there; and another is the appointment of Roosevelt, who has hitherto failed in every capacity where he had to represent the mass of the people and has commanded only the sort of admiration that is usually accorded to men who have strong opinions and are not afraid to espouse them, even when they are unpopular. Despite his undoubted force of character, his distinctly narrow calibre is illustrated by the fact that he was almost the only one of a knot of clever young men who came to the front a dozen years ago, that did not become inspired with the enthusiasm of the new era of live issues in politics which has since been inaugurated, but has, instead, devoted his entire public energy to the comparatively petty department of civil service reform. Such men are often extremely useful in minor capacities, and under a socialistic regime he would be invaluable, because although tyrannical in disposition, as one result of his certainty that his ideas are the right ones and that no concessions should therefore be made from them to the opinions of anyone else, he is yet of unquestioned integrity, and would use the inquisitorial powers which socialism would confer upon its officials, with no more favoritism than must inevitably be practiced by the man steeped with the notion that some people are naturally better than others and therefore entitled to rule over them.

But in his present office he has become somewhat more than a common nuisance. The denial of individual rights that is involved in an enforcement of our Sunday laws as conditions exist in New York today, is in itself a most serious grievance, but with the lives that our tenement house dwellers are forced to live, it becomes far more than this. Hundreds of thousands of people are today shut out from about the only luxury that they ever enjoy—the preparation of a palatable meal once a week on the only day that they can be at home to eat it; for it is in supplying the Sunday dinner tables of the very poor with draught beer that most of the Sunday liquor trade consists. And this is about the only far reaching result of its abolition, for everybody except the very poor can, in one way or another, upon an emergency—although it is, of course, an outrage that anyone should be compelled to do this—arrange for such a supply as will carry them over Sunday. Under these circumstances, it can well be realized what a state of public opinion has been evoked, that bids fair, at the first opportunity,

to sweep out of local existence for another generation both the class tendency in politics, which dubs itself "reform," and the political party upon which its power really rests. Yet this party does not dare act in the premises, because, while it could well afford to disregard the almost infinitesimal element in the city itself that still has any regard for Sunday observance, the corresponding element throughout the country districts of the state is of far more consequence; and it is in those country districts that the party now dominant has its chief strength.

And so, in the face of common sense and the known facts of the situation, all sorts of feeble excuses are offered for Roosevelt's course; chief among which is the constant reiteration of the idea that it is a noble thing to have respect for law, and that no matter how bad a law may be, it should, nevertheless, be enforced at whatever discomfort to the citizens whose general good is the only possible excuse for having any laws at all. On the lines of this argument, in short, law becomes a mere fetish, and the principles which law is presumed to embody, of no consequence at all; but there are not wanting staunch idol worshippers of this sect, and the emergencies of the situation have made it almost an essential article of anti-Tammany creed that the hateful and un-American doctrine should be preached of statute law, not only as distinct from, but as opposed to human rights.

At bottom of it all, however, is the evil principle that there are some people made of firmer clay than the great mass of their fellow beings, an idea which, it is to be feared it will take many generations more to uproot. Another phase of the same idea is to be seen in the fuss that has been made over Bishop Potter's going down to live among the heathens of the East Side for a brief space for the purpose of taking personal charge of "mission" work there; as if there were great condescension in one human being thus placing himself in close relation with that other section of society which has become a "submerged tenth" because of the aggressions of his class upon their human rights. The Bishop himself is said to be a man of most lovable character, and, no doubt, it does not occur to him, in the midst of what he sincerely feels to be a Christian duty, that it would be far better if there were no opportunity for him to stoop so low.

It is a little curious that with so called "moral" issues so prominent amongst ourselves, the coincidence has been so little noticed in foreign affairs. On the surface a reaction to conservative dogmas, the staggering blow that the liberals have received in the English elections has every indication of being, to a great extent, a revolt against the eagerness among many of the liberal leaders to impose upon the people, by law, a code of moral observance; in some respects perverted in itself, and in all unfit for compulsory legislation. Should this theory prove to be correct, it will offer cheering evidence that "Britons never will be slaves" and fair promise that our own citizens will, in like manner, upset attempts by their self-appointed mentors to legislate them into righteousness.

EDW. J. SHRIVER.



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PASSING OF THE SPOILS SYSTEM.

The members of the Cook county, Ill., board seem determined to give their new civil service law a fair trial. Under its provisions, something over 600 of the employes of that county are classified and cannot be removed without cause. On coming into power, the commissioners found that number of employes safely ensconced, as they thought, behind the law, and the determination now is to make them show cause why they should hold their places or make room for better men, at least, this is the reason given for the action taken. Accordingly an order has been issued requiring all the old employes to take the prescribed examination the same as if they were new applicants for place. The consternation this order created among those who were in the public service only by virtue of a pull, may well be imagined, but all such can be spared and, it is to be hoped, that the commissioners will strictly enforce their ruling. The great danger against which they will have to guard will be the appearance of forcing some out only to make place for their particular friends, and the charge will be made against them, no matter how fair may be their every action. If they have the courage and manliness to honestly enforce every provision of the law, the country may safely look to Chicago for a new object lesson in reformed municipal government.

While much talk is not being indulged in regarding its universal saving qualities, civil service is steadily gaining ground in this country and has undoubtedly come to stay. The more our thinkers have studied the working of the system in

England, the more they have grown to favor its adoption here. The recent election in that country has furnished a splendid example of its practical operation under the most trying circumstances, and, fortunately, we have had a small army of skilled observers on the ground giving especial attention to that very point. Among them was Assistant Secretary Curtis, of the treasury department, who was called to England on matters connected with the bond deal, and, consequently, had every opportunity to follow the conduct of the public business at a time when the nation was absorbed in a political revolution. He bears testimony to the fact that while the campaign was sufficiently lively to be called "red hot" in this country, through it all there was no disturbance of the public business. In this connection, he says:

A point, however, which struck me very forcibly was that the change of government made no change in the daily business of the departments, and though I was in the treasury the morning after the new ministry had taken office, there was no attendant line of office seekers, and the heads of the bureaux and divisions had no anxiety as to any prospective decapitation. In fact, I was told by a member of the new government that the total patronage, including, of course, the highest officers, only amounted to about sixty places, and one of the hardest problems the conservative leader had to deal with was a fair division of these few places among those considered entitled thereto.

The contrast between this state of affairs and what we all know to exist in this country during the process of changing administrations, should be most instructive, and it is to be hoped that the time is not far distant when the private gain of professional politicians will no longer be permitted to outweigh the benefits arising from an undisturbed conduct of the public business.

KEEP WITHIN THE BOUNDS OF REASON.

Seldom in the history of constitutional governments has there been so complete and unexpected a turning over of affairs as that which marked the result of the recent elections in England. The defeat of the Liberal party was overwhelming, the Conservatives being returned to power with a good working majority over all the other factions combined, and that at a time when the tendency of the times was thought to be in the direction of liberalism the world over. Since a portion, at least, of this fight was made in the name of the workingmen, and attempts are already being made to construe its outcome into a defeat for their cause, it may not be out of place for us to review the situation in that country briefly and see what lessons may be found to guide our future action.

As is usual in such cases, there were a number of influences at work to bring about the general result, but it would be practically impossible to tell which one of them carried the most weight with the voters. As viewed from this distance, the chief weakness of the Liberal program, leaving out of the count the pledges made in '92 and still unredeemed, was to be found in the wide diversity of the subjects sought to be covered, the visionary and impractical nature of many of the reforms proposed and their frequent and self-evident contradictions. Many of the measures proposed in the name of labor were of the extreme radical school, and it required no argument to convince the great mass of the voters that, however strong they might be as theories, they had no present practical value. The level-headed workingmen of that country realized that these changes could only be made at the end of a revolution, if they were to be forced to an issue at the present time; they distrusted the sincerity of leaders who advocated measures they must know to be impractical, and so utterly opposed in character that the success of some must mean the death of others, and they sought safety in repudiating the entire party. So decided was this reversal of opinion that in one of the divisions of the Shoreditch district, where the labor vote has hitherto been solid for the radicals, the ex-editor of the *Star* narrowly escaped defeat by the son of an earl. The full significance of this change will be better appreciated when it is remembered that the *Star* has been the chief organ of labor in London and has gone to every extreme in its denunciations of aristocrats and capitalists.

Local option was not without its weight in deciding this contest. The temperance crusade recently made throughout the kingdom by Lady

Henry Somerset and Miss Frances Willard inclined the electorate to the opinion that the success of this bill meant nothing more nor less than total abstinence and prohibition. The publicans raised the cry that the father of the measure, who had money with which to buy wine, sought to rob the poor man of his beer. The brewers threw open their books and showed that a large per cent of their stock is held by clergymen and by estates held in trust for widows and orphans. They pointed out that these stocks must go down with the saloons, and asked if the interests of these people were to be sacrificed, if great enterprises built up under the law were to be ruined at the behest of fanatics? These, and all the other arguments common to such contests, were used to their full value, and it is needless to say that such appeals were not made in vain to people possessing the mental temper of the English. As if this was not enough, the crusade against London music halls came just in time to add a vast army of recruits to the forces of conservatism. As one of the most able of the writers reviewing the situation so aptly says: "There is no metropolitan institution—not even the theatre—which is so dear to the cockney as the music hall. His variety program he will have, whatever else he fails of in the shape of entertainment, and he wants it with a glass of beer and a pipe." It was only necessary to stigmatize this and the temperance crusade as attempts to restore puritanism, and 100,000 men went over to the opposition.

Whatever may have been the views of the people of England, Scotland and Wales, as to the right of Ireland to home government, there has been a growing conviction that before it is granted the public men of that unfortunate island must show some of the qualities necessary to make its application a success. The conduct of the Irish members of parliament in the past, and especially during the six months immediately preceding election, has been enough to convict them many times over of entire unfitness for the responsibilities of government, and has cost them the support of many warm friends, not only in England, but in America. The fact that, at such a critical time in the history of their country, they could lose sight of the cause and the people they claim to love, and wreck their dearest hopes in petty personal jealousies, shows how little true patriotism inspires them and how little real affection they have for the principles of home rule. In view of the high standard of statesmanship set by these gentlemen, the warmest friends of Ireland could hardly desire to see her delivered into their hands, and the

people of England cannot be blamed for declining to further the ambitions of such a clique. The public men of Ireland have always been that country's worst enemies, and this betrayal is but in keeping with the universal testimony of her history. These miscalled statesmen may consider themselves fortunate if their senseless wrangling has only postponed the realization of Irish hopes and not lost them for all time.

A brilliant American writer who has been on the ground and who has taken the trouble to follow the course of this struggle with the utmost care, gives the following comprehensive summary of the situation: "The new parliament will have a clear tory majority over all groups, including the liberal unionists. The things voted down and out here are sumptuary theories of trade union politics and socialistic experimentation. The things postponed from present consideration are home rule, the disestablishment of the English church and the abolition or alteration of the house of lords. The matters brought to the front are reform in the poor laws; a policy of largeness rather than thin, local liberty for Ireland; vigorous colonial development and eventually bimetalism, the latter, however, in favor of the international use of silver on its value in gold." This is a somewhat more optimistic view than that generally taken by unprejudiced observers of equal ability, but all are agreed that, with anything like wise management, the Conservatives may expect to hold the reins of government for years.

The great lesson for the true friends of progress to draw from the result of this peaceful revolution is the danger which always attends attempts to play the demagogue. If the leaders of the Liberal party had honestly braved defeat in defense of only necessary and practical reforms instead of taking up with every political and economic ism in the kingdom, with no hope but to be kept in power through the ignorance or self-interest of their supporters, they might still have been defeated, but they could never have been obliterated as they are today. If they are not beyond learning from experience, they will realize in time that the workingmen of England are not to be stampeded into supporting any wild and visionary scheme simply because it is proposed in the name of labor. The great majority of these men are zealous advocates of reform, but they are conservative by nature, they read and think for themselves, and they are quick to repudiate any set of men who seek to use them in support of impossible or dishonest measures simply to further private ends. Whatever is true of the Englishman in this regard is even more true of his American brother. If he is to be kept within the ranks of the reform forces there must be no recourse to the arts of the time-server and the demagogue. Only measures necessary to the betterment of his condition, the accomplishment of which is well within the bounds of reason, must be presented for his support or he in turn will go over to the opposition, and having once turned aside he will be hard to reclaim.

THE BEST WE EVER HAD.

In one of the recent reviews a writer discusses with great seriousness the question, "Is Man More Hog Than Human," or at least, that was the general subject of his discourse. This and kindred topics have always been popular with a certain class of writers who are unable to see anything good in the world that comes without the range of their own personality, and whose highest idea of genius is an unlimited capacity to say bitter and malicious things about their fellow man. It is but fair to say, however, that the author in question was not of this ilk, but drew from existing conditions, and from his estimate of poor human nature, the lesson of hopeful and continued effort toward better things, which will be rewarded as it always has been since the primeval man took his first step toward the present. It is so easy to fall into the habit of looking only upon the dark side of life as it passes before

us day by day, and so easy to see only the bright spots in looking back upon the lives of those who have gone before, that each age has had a large school of philosophers given up to the doctrine that the world had never known such trying times before. We live in the age of materialism, and men seem to be devoted to the worship of matter to the entire exclusion of the spirit. So far as outward seeming may go, money is the great measure of merit, and the all absorbing post-mortem question regarding our most distinguished men, is not so much what have they done to leave mankind better and happier, but, what have they made?

This is but a partial truth, as the men whose works have been most potent in directing the course of the century, lived and died in comparative poverty. In so far as it is true, the fault must lie with the people who have set up this false

standard of success, for when they cease to crowd the temple of Mammon the priests about the idol must die.

Combination has eliminated the personal element from the business equation, and under its influence men are only regarded as the abstract representatives of producing power, the x y and z to be determined by the general process of reduction. Men know that they do not receive for their labor the full value of its product, they see what is apparently a constantly widening gulf between employer and employe, they meet everywhere destitution and suffering for which there is no adequate reason in a country where wealth abounds, and they can hardly be blamed for thinking that they have happened upon the world during the worst period of its history. There is a counter side to this dark cloud, however, and it is much less forbidding. It is true that the world is full of destitution, suffering and oppression, and men are still a long way from realizing the ideal relations of true brotherhood, but is it not equally true that they are nearer to that realization than ever before? The general standard of living was never so high nor the range of personal right and opportunity so broad as now. The workingman of today frequently lives in a style that would have been envied by the comparatively wealthy but a few years ago, and a competence now would have been wealth within so short a time as is measured by the life of our republic. Many of the conditions surrounding the great mass of our people are not what they should be, but the fault in this is not with the times but the people themselves, since under our form of gov-

ernment they are the ultimate authority on all questions and only need to learn the proper use of that magnificent weapon, organization, to command every phase of their future. To be sure, men are often selfish and grasping, and too prone to ignore all the humanities, even in this enlightened age; but when was it otherwise? History fails to record the time when all men, or any considerable portion of them, were devoted to the welfare of their brethren and deaf to the demands of selfishness. The progress of the race has been an unending struggle in which self has been made the great motive force, and through its agency alone has every important reform been made possible. Humanitarians, as a class, have never been able to do better than to tell what should be done, while "self" has moved on to glorious accomplishment. When the prospect has been most gloomy this inscrutable law of progress has invariably seized hold upon enlightened selfishness, and, behold, a step has been taken forward and into the light. The truth is, the men who live by labor never had before them so much of glorious opportunity as they have in this country today. Let us leave the professional pessimist to mourn over the degeneracy of the times while we rejoice in the great gains already made and gather from the past only those lessons which will give us strength for future growth. If we take full advantage of every opportunity and every force that is offered and never relax in our efforts for the betterment of mankind as a whole, we shall find that growth is as inevitable as the years, and that man, in the midst of a life which seems the concentration of selfishness, is always "more human than hog."

A CHARGE ON INHERITANCE.

The July number of the *American Federationist* contains an interesting article from the pen of Eltweed Pomeroy, on "The Concentration of Wealth, and the Inheritance Charge." As is indicated by the title, the first portion of the article is given up to a showing of the ominous gathering of the wealth of this country into the hands of a few of its citizens and of the dangers which must come if some method of more equitable distribution is not devised. This method, the author thinks, is to be found in "a progressive charge on inheritance" which he defines to be "a charge on the estate of a dead person, or on the legacies to be received by the heirs, at a ratio increasing with the remoteness of the relationship of the heir to the deceased, or with the size of the estate, or with the size of the amount received by the heir, or with any two or all three of these

ways." After supporting the statement, that the right to inherit by will is a right created solely by law, with quotations from the most eminent legal authority, including the supreme court, Mr. Pomeroy recites at some length instances where this system has been employed with great advantage. The arguments he advances in favor of the inheritance charge plan are substantially as follows: It is easy of collection, as, at death, every estate must go into the hands of the state; it is easy of payment, as the heir is receiving an accession to his estate for which he has not labored and cannot feel the burden; it is no hindrance to production, as a man's production ceases with death; we always know who pays the charge since it cannot be shifted upon someone else, as is too frequently the case with taxes, rent and other charges; when

once fixed it does not need continual tinkering, but is self-regulative; it is a reform easy to gain, as it affects but few people and does not touch the interests of the politicians; it reaches personalty as no other tax does, and can be used to equalize the present distribution of wealth; and, lastly, it is a charge of the highest justice. It requires no argument to show the need of some better system than the one generally in vogue at the present time for securing the equitable taxation of personal property. Jay Gould died worth \$70,000,000 of personalty, yet he paid taxes on only \$250,000 until within a few years of his death. Within the year Russell Sage's assessed valuation has been raised from \$250,000 to \$500,000, against his most vehement protest. The passage of a slightly more stringent personalty law in Pennsylvania opened up \$250,000,000 additional for taxation, and the comptroller of New York estimates that \$2,500,000,000 of personal property escapes the tax collector in his state. These are only some of the more important instances; every assessor in the nation has to deal with the problem in a greater or less degree, and the sum total of these evasions must be almost beyond calculation. Since all the property in these United States goes through the probate courts once in eleven years, it is evident that, under Mr Pomeroy's plan, it could all be forced to pay its just share at least so often. After advancing the proposition that no man has a moral right to the property of his ancestors, or to any property which is not the product of his own exertions, and sup-

porting it by quotations from a number of eminent publicists, the author outlines his plan as follows:

In my opinion there should be two forms of this charge. First, a charge ranging from one to twenty per cent, according to the relationship, and with exemptions of bequests of \$1,000 and under. Near relations should not be charged as much as distant ones or entire strangers to the blood. Second, there should be a progressive legacy or bequest charge. The first \$10,000 going to any one person should be exempt, the second \$10,000 should be charged one per cent, the third \$10,000 two per cent, the fourth \$10,000 three per cent, and so on, increasing one per cent with each \$10,000, until all was taken of bequests of over a million. Most countries place the progression on the size of the estate as a whole, and not on the size of the bequest. This may possibly be more effective for raising revenue, but it will not be as efficient for securing a more equitable distribution of property.

It is a tax of the highest social and economic justice, and, by making the progression in its rate rapid, in a few generations a much more even and equitable distribution of property can be attained, without injustice to any, and, at the same time, the state supplied with an ample revenue.

This is no untried experiment, as it is in use in every other civilized nation on earth and fourteen of our states have some such provision in their statutes. Wherever it has been thoroughly tried it has been retained, and there seems to be no good reason why it should not be given an opportunity to show its value under our legal system. It has been well said that our present laws regulating the collection of taxes are strong enough if they could only be enforced, and there seems to be an especial difficulty in enforcing them with regard to personalty. If this plan will remove that difficulty and furnish a safeguard against too great accumulation of wealth in the hands of a few persons, it will prove one of the great reforms of the age, and cannot be too soon put in operation.

FOR SANITARY BAKESHOPS.

Every possible encouragement should be given the officers and members of the Bakers' International Union in their efforts to improve the sanitary condition of the bakeshops in all parts of our country. It would seem that if there is any one article of general consumption around the manufacture of which every conceivable safeguard should be thrown, it is bread. Prominent scientists who have investigated the subject declare that fresh bread is peculiarly susceptible to impregnation by disease germs and, unless manufactured with great care as to all surroundings, it may easily become a menace to the health of all who use it. In spite of this fact, recent inspections of the bakeshops in some of our larger cities have shown that this important branch of the food supply of a great nation has been carried on for years without a semblance of regulation, and that the great majority of these shops are kept in a condition which cannot but

endanger the health of the whole people. Baltimore was the last city to be visited by this reform movement, and in order that our readers may fully understand the situation as it was found there, we give the following extracts from a speech made in that city by the official representative of the Bakers' Union and published in their official organ:

I have complaints against more than fifty bakeshops here where the conditions are absolutely intolerable. Men are working an average time of fifteen hours per day or night. They are compelled to lodge with their employers, sleeping in some instances on the work benches and trough covers, on filthy straw sacks or wooden bedsteads with no covering but a dirty bed sheet, washed once every month, located either above the horse stable, in the hay loft, or the garret, amid the accumulated filth of years, with bugs and other vermin as their steady companions. Under these inhuman, filthy and health-endangering conditions lives and labors the average baker of today. Sometimes unkempt and unwashed for a week or month, as the case may be, unable to mingle in the society of people of other crafts, of better knowledge and better habits, he thus grows up a veritable beast of burden, amid the brutalizing influences of his daily surroundings.

And this is the man who produces the most needed

article of food; he is one of the most important limbs in the social organism.

And how are the shops? I have complaints by the scores. I have seen some of these places and find the complaints based on facts.

In fact, of all bakeries I have seen, the only one that may be considered clean and strictly sanitary is the Vienna Model, a bakery constructed after modern principles. The larger portion of the others are poorly ventilated, or not at all. The ceilings are often so low that an undersized man can't stand upright in the shop. The floors are rotting, or in the most primitive condition. The walls are of similar construction, the signs of a dense population of rats, mice, roaches, waterbugs and other vermin are apparent everywhere, refuse of old and putrid material abounds, filling the shops with ill-smelling vapors, richly polluted with disease germs, communicated to the dough, the tools, the men, and, which is most injurious, to the newly baked bread when just taken from the oven and in a sweating condition, highly susceptible to the absorption of the germs of disease.

The testimonials of sanitary officials and physicians on this point are numerous. They all agree that this condition of things constitutes a dangerous factor to the health of the bread consumers, not to speak of the men who live, labor and breathe in these surroundings day in, day out. * * *

Against these conditions every good, cleanliness-loving citizen should raise his voice in protest. We owe this duty to one another. Or is it not a grand object to make

our homes brighter and happier, to insure them against the treacherous invasion of diseases conveyed by the very articles we relish, under the supposition that they are a nourishment, while they contain a deadly poison. We demand that society organized in our states and municipalities take charge of and assist us in our efforts to solve this serious question as one of eminent public danger.

The speaker does not hesitate to declare that these conditions are not peculiar to Baltimore, but are common to all the larger cities on this continent. It is not a question of exaggeration. If any part of the terrible indictment is true, no one can afford to rest until such conditions have been made absolutely impossible in every hamlet as well as city. The people should not wait for the Union to carry their work over such an extended territory, but should at once take up the investigation for themselves, and keep at it until an unsanitary bakeshop cannot be found within the length and breadth of our land.

New York, Chicago, Philadelphia, and other cities have done a great work in burying their wires, it being estimated that no less than 700,000 feet of cable have been laid by them. Boston has the same reform in hand and expects to have it completed in the near future, while St. Louis will not be long in securing a place on the honor roll. The time is not far distant when no city will consent to be disgraced by these dangerous and unsightly conductors.

Next to the farmers, railroad men have probably the most reason for feeling encouraged over the present crop prospects in this country. If the estimates now taken as official are to be believed, the output for '95 will be the greatest yet known, and that means an immediate and marvelous increase in the train service. For some time all the roads in the grain regions have been busy overhauling their cars and building or buying new ones where the supply was thought to be inadequate. Every effort is being put forth by the officials to get as much of the regular fall traffic as possible out of the way before the grain commences to move, and these efforts have given employment to many who needed it. In a very short time the grain will be ready for market and then the capacity of the roads handling it will be tested as it has not been for years. All this means more men in the train service, and it should not be long until every man who is honestly in search of work can find it.

In a country so full of reformers as this, it seems strange that no one has taken up and pushed to a successful issue a crusade against the adultera-

tions from which Americans suffer more than any other people on earth. Our food and drink are adulterated until, doubtless, many would refuse the pure articles, if offered a choice, through failure to recognize their flavor. Much of our clothing is the product of the rag heap, for which we pay "all wool" prices, knowing that we are being cheated, but condoning the fraud, and urging the swindler on to new exertions by applauding his ingenuity. No other civilized people would submit for a day to these impositions, and if we did our full duty some of our now "prominent business men" would soon be paying the penalty of their felonies. Spasmodic attempts have been made to secure reforms in this direction, but until we have a complete and competent system of inspection for the entire nation, the evil will never be eradicated. It is a splendid field, and if the right sort of an agitator can be induced to enter upon it, he can soon win the lasting gratitude of a much abused people.

The United Garment Workers of America have a case now before the New York courts involving a principle which is of vital interest to all the labor organizations of the country. The point upon which the courts in question will be asked to pass is "the right of members to refuse to work with an objectionable person, and to authorize representatives to make this known to the employer." It will require no gift of second-sight to show how far reaching a final decision upon this point may become, and the progress of the hearing will be closely followed by many outside the ranks of the organization directly concerned. Some of the members of the cutters' unions of New York

are responsible for the commencement of this action. Finding themselves employed in the same shop with a well known traitor to their organization, they expressed their displeasure so strongly that their employer finally discharged him. He then procured the indictment of C. F. Reichers, General Secretary, and Henry White, Business Agent of the Amalgamated Association of Clothing Cutters and Trimmers, on the charge of conspiracy. Under the penal code of that state, this offense is a misdemeanor, and, upon conviction, may be punished by imprisonment for one year, \$500 fine, or both. Realizing the importance of the question at issue, the national and local unions will spare no effort to secure an equitable decision, even if it be necessary to go before the courts of last resort to procure it.

The union meeting to be held in Ft. Worth, Texas, on the 15th, 16th and 17th of this month, promises to be largely attended, and by a class of men whose ability and devotion to the cause of organized labor insure its complete success. During the last session of the Texas legislature, the men who were interesting themselves in legislation affecting the railroad organizations, discovered a want of perfect understanding between those bodies and felt their efforts to be hampered by this want. When the session was completed they proposed the holding of a union meeting where questions of importance to all the orders could be thoroughly discussed and a plan of action determined upon. Their proposal met with a most cordial reception and the time and place were chosen as stated. At this meeting attention will be given to the arbitration bill recently passed, but so mutilated by amendment as to fall far short of its possible benefits. Measures which, in the opinion of the delegates, will benefit the organizations singly or as a whole, will be formulated, and a general legislative committee appointed to take in charge this entire branch of the work. It is probable, also, that some consideration will be given the various candidates for office over the state, but only concerning their friendship or enmity to labor. Other matters of almost, if not quite, equal importance, will be brought up, insuring a full and highly interesting program. The workers who are behind this movement are going about it in the right spirit and every present indication points to their being abundantly rewarded for their pains.

It will not do for workingmen to ignore the recent voluntary advances in wages made by employers in various parts of the nation. True, these advances cover but a comparatively small

number of those who make up the great aggregate of American labor, something like 250,000, all told, according to the latest estimates, and in most instances they only partially replace what has been taken from the men during the recent depression, but there is promise in the fact that even so small a number have been given an increase without having to fight for it. This advance is estimated at 12 per cent on the average, and is well worth considering. It is confined to those industries which were among the first to respond to the coming of better times, and seems to indicate that others will follow in the same good way as soon as the conditions will warrant. Whatever there is of improvement in the financial conditions of the workingmen of this country must come slowly, as we will be long in overcoming the evil effects of the past two years, and it will not do to be in too much of a hurry. Any serious trouble between employer and employee at this time means a setting back of the tide of progress, and wise men will do all in their power to avoid it. Let all work together with patience, accepting whatever may come of betterment with thankfulness but not striving to push the advance beyond a reasonable rate, and the result will repay the sacrifice.

The good people of Minnesota are all torn up over the discovery that they have had three state offices vacant since April 25th last, without a single applicant for the honor of drawing their respective salaries. During the session of the last legislature a bill was passed providing for the appointment of a state board of arbitration, with a salary attached of \$5 for each day of actual service. When the St. Paul coopers went on a strike, about the middle of July, they remembered the establishment of such a board, and, thinking their grievance came within its jurisdiction, made an effort to locate it. Their surprise at finding that the board was not only without members but the governor had actually forgotten the passage of the law, and had never had it called to his attention by eager applicants, may be better imagined than described. It is safe to say, this is the only instance of the kind on record, and now the people of that state have had their attention called to it, they will speedily make up for all past lack of enterprise.

According to the provisions of the act in question, its intended effect is to provide for the settlement of differences between employers and employees. To accomplish this purpose the governor is authorized to appoint as its members three competent persons, one of whom must be an employer of labor, one a member of some *bona fide*

trades union, the third to be selected by these two. Abundant powers are granted the board to secure the attendance of witnesses and the examination of whatever books and records may be thought necessary to the making of a just award. Local boards are also provided for, the members of which may be mutually agreed upon, or one may be selected by each of the contestants, these two to select the third. Such board shall, in respect to the matters submitted to them, have, and exercise all the powers of the state board, and their decisions shall have whatever binding effect may be agreed to by the parties to the controversy in the written submission of their case. From the abstracts given these appear to be the salient points of the law, and the minor features seem to be as well guarded.

While such bodies can be of but little value to railroad men they might well prove of great advantage of other classes of labor, and they are certainly entitled to a fair trial of the experiment. One good feature of the law is the careful guard thrown around the expenses, making it possible to give the system a thorough trial with but little cost to the state in case of failure.

The success which has attended the use of underground railways as a means of rapid transit between the widely separated portions of London, is causing the men in our great cities who are interested in such matters, to consider them as possible substitutes for the elevated road and trolley car. So well satisfied are the people of London with their system, that a company has been recently formed for the purpose of adding some six miles to the road now in use. This line is planned to run from the business portion of the city, and its cost is estimated at something over \$16,000,000, requiring an annual maintenance outlay of \$760,000. The projectors figure on clearing about four per cent on their investment, an income, by the way, which would hardly satisfy the gentlemen who undertake such affairs in this country. The company is to buy private property at stated intervals along the line, from which to sink shafts and tunnel, thus enabling them to build their road without interfering with the traffic of the city or robbing it of the use of several of its most important streets throughout the entire time occupied in construction, as is the universal custom in these United States. When ready for operation, the lots purchased will be used for stations. The road will be tracked with such heavy iron that the trains can be run with but little noise, and as electricity is to be the motive power, the advantages of this method of intramural transportation will at once

be apparent. There is an object lesson in all this which we would do well to heed. The removal of all danger in the matter of crossings; the ease and rapidity of transportation from point to point; the preservation of the streets to the use of citizens; the avoidance of damage to pavements in building, and in the constant recurrence of repairs; the removal of such unsightly objects from the streets as the overhead wire and the elevated road; the purchase by the company of the property necessary to its purpose without attempting to confide the city out of the most valuable portion of the completed enterprise, and the willingness of its projectors to operate on a reasonable basis of profit, are all matters worthy of receiving our most thoughtful attention.

A meeting of the Interstate Commerce Commission was held in Washington, D. C., on July 12th last, for the purpose of considering the petition of the roads making up the American Railway Association, asking for an extension of the time within which to comply with the provisions of the act of March 2, 1893. As will be remembered, sections four and five of this act required all roads engaged in interstate commerce to have all their cars equipped with proper grab irons, and with draw bars of standard height by July 1, 1895, and the petition was to have that time extended to the same date in 1896. All interests directly concerned were invited to be present at this hearing, an especial effort being made to secure an expression from the different railway organizations, and most of them were represented either in person or by letter. As was stated in the July CONDUCTOR, our Board of Directors deemed it inconsistent to protest against the extension asked for in consideration of the period of business depression from which the roads were just beginning to recover, and this view was generally coincided in by all the other railroad organizations worthy of recognition. After listening to all the arguments pro and con the commission took the matter under advisement for a few days, and finally decided to grant the roads a portion of the relief prayed for. The time for equipping their cars with suitable hand holds was extended to December 1 of this year, and the limit for drawbars of standard height was fixed at February 15, 1896. A number of reasons contributed to the forming of this decision, chief among them being the fear that too great haste might rob the reform of its most valuable features. The commissioners argued that if the roads were compelled to put on these hand-holds at once under the penalties fixed by the law, the work would be slighted in their haste to avoid the payment of fines, and the insecure

fastenings sure to result would make the danger to the men engaged in coupling and uncoupling cars more than it is under present conditions. It was also their opinion that a greater degree of uniformity of appliances will be secured by the proposed conferences between committees of the railroad employes, railroad car-builders and railroad officials, and that such uniformity is essential to the highest degree of safety for the employe. This action on the part of the commission seems to be no more than common justice, and the fact

that it has called forth so little criticism shows how nearly the judgment of the public coincides with that of the commissioners. Most of the important roads of the country have been fitting out their cars as required by this law for some years past, but some of them have been content to add the improvements only as the exigencies of service compelled their cars to visit the shops. This process has been greatly accelerated of late, and the indications now are that the great body of freight cars now in use will be fully equipped by the time the present limit expires.

COMMENT.

Scarcely had the Fourth of July orators got through when the press dispatches conveyed the news from Spring Valley, Illinois, that three hundred miners there stood ready to enter into a contract with their employers to work entirely without wages, on the sole condition that they be furnished free dwellings and fuel, and supplied with a reasonable amount of food and clothing for themselves and families; in short, ready to barter away this boasted freedom in exchange for the secure chance of obtaining a bare subsistence,—just what the negro slaves got before the war! Ah, that our dearly bought liberty should be so lightly bartered! If this report is true, can there be the least doubt that these men are now actually slaves? Can there be any doubt that, in proposing an arrangement of this kind, they are but seeking to exchange one form of slavery for a less objectionable form? Can there be the least doubt that there are other workingmen, in this land, where a million lives and billions of treasure were sacrificed, a little more than a generation ago, in the effort to remove from the nation the stigma of black chattle slavery, who would gladly accept the chance to sell themselves, as these Spring Valley miners desire to do, for the mere guarantee of a secure subsistence? No, there can be no doubt; the slavery of the wage contract is pregnant with more fatal consequences to the slave than is the slavery which makes him a piece of property to be bought and sold, and the wonder is, not that these miners should prefer chattel to wage slavery, but that they should be willing to endure slavery of any description in this land of freedom and equal rights. Instead of seeking to escape the terrible evils of one form of slavery, by exchanging them for the lesser evils of another form, why do they not exercise their guaranteed rights as free men to deliver themselves from slavery altogether? Why do not all the slaves who are toiling their lives away for a precarious subsistence, under the wage contract, unite in the demand for

freedom, and use their political power so as to secure their rights? Ay! that's the question, why do they not? Simply because they *are* slaves—that's the reason. The most terrible consequence of slavery is that it saps the manhood and independence of the slave; it turns him into a helpless and impotent creature; the cringing and servile counterpart of a human being, who is content to hug his chains and fawn upon the master who furnishes him with the elements of a mere brutal existence. He is stricken with a fatal inertia, and loses all the finest and noblest instincts of a human being. Fill his belly with crumbs from his master's table, and he is at once content to rest forever as he is. His conceptions of life do not rise above the elements of a mere animal existence, and at his master's bidding he is always ready to take up arms, if need be, in defense of the very conditions which enslave him. Ah, my comrades, slavery in any form is a terrible thing to contemplate! It is so fatal to progress! It forms such an almost insuperable barrier to full and complete living!

* * *

Put political power in the hands of your slaves, and you truly have an anomalous constitution of society. You have all the conditions present for the perpetuation of slavery; for this political power will not be used in the interest of the slaves, but of the masters. As Edmund Burke once said, in opposing an extension of the suffrage in England: "When a large class of voters are perfectly ignorant or dependent, they must necessarily, either sell their votes or bestow them according to the direction of their leader. The landlord, the manufacturer, the Catholic priest, the Anglican clergyman, the Dissenting minister, the Public-house keeper, the Secretary of the Trades-union, acquire, under such circumstances, an extraordinary importance. In purely democratic countries, adventurers frequently arise who make it their aim, by obtaining the direction of the most ignorant voters, to organize and accumu-

late great masses of political power, and thus acquire a preponderating power in the state."

We, in the United States, are suffering from the practical demonstration of the truth thus stated by Burke, and while it is not necessary to make the application which he made of it, it must still be recognized and treated as truth. It is impossible to obtain a free and independent vote from ignorant or dependent voters. All the safeguards imaginable that can be thrown round the ballot will not prevent the slave from voting as his master dictates. Is it possible to doubt that these Spring Valley miners will cast 300 votes, if they possess so many, exactly as their employers direct, seeing that they are anxious to contract themselves into undisguised slavery to those employers, and are dependent on their favor for all the means of existence? And is it possible to doubt that there are numbers of workingmen voters in the country who are in exactly the same fix? It is of the very highest importance to have a free and independent vote, but such a vote can only be cast by free and independent men. That is the primary condition of true democracy. To permit the franchise to be exercised on any other condition is but to fasten upon a nation the very evils which democracy is designed to prevent. But democracy must not go backwards in search of a remedy for the evils which afflict it; it must go ever forward—progress demands it. The franchise must not be restricted. The voter must simply be placed in an independent position. It is an enormous task, but the necessities of a free government demand that it should be accomplished.

* * *

In the presence of the grave political problems that confront us, the labor-unions of the country are burdened with a great responsibility; they are burdened with a responsibility which they do not seem to fully appreciate. Within the ranks of the unions is to be found the bulk of the intelligence, and about all the independence now remaining among workingmen. The influence of the union is to preserve, in a measure, the conditions of freedom for those within its ranks, long after those outside have fallen into abject slavery. It thus happens that the members of the unions are really the only workingmen who are in a position to be able to cast a free and independent vote. They are the only ones in the ranks of the workers who have the power to transform our political system and establish free and independent conditions of existence for all, and how sadly they have neglected to use it! They have so far treated their political power as a thing of little consequence; have permitted it to be uselessly frittered

away; have wielded it without organization for definite ends, and without method; have bestowed their votes here and there, as personal preferences or partisan considerations have dictated; in short, they have neglected all the essentials to the proper exercise of a political power which ought naturally to exist as a factor of transcendent importance to the welfare of the state. The dogma that the unions should not go into politics should be relegated to the rear. The unions should go into politics, not for the aggrandizement of any political party or aspirant for office, but for the good of humanity. The unions are at present in possession of the only force that is capable of organizing and directing the only remaining power in the ranks of workingmen which is susceptible of being wielded so as to strike the shackles from off the limbs of the oppressed giant, labor. Unity of purpose, with a definite end in view, will accomplish wonders. Eternal vigilance is the price of liberty, and union men should remember that the ballot is a weapon to be used by free men, in order that they may preserve their liberty, not to be lightly considered or bestowed as a thing of little consequence, nor to be wielded by slaves for the perpetuation of slavery.

* * *

Within the past two years more than ninety thousand railway employes have been consigned to idleness, and there can be no doubt but the business revival will put a great many of these men back to work, thus enabling them to earn a living. The same is true in many other occupations, and to that extent, that is, to the extent that a vast number of the unemployed are once more given an opportunity to support themselves by their labor, they may be said to be prosperous. But it is likewise true that the conditions of employment have so altered that there is an ever increasing number of the unemployed thrown upon the labor market from year to year, which the industrial operations of the country have no use for, and which, even in the most prosperous times, as we are wont to consider prosperity, must remain in idleness. The returning prosperity does not mean prosperity for these men; it only means a somewhat more intense competition in the labor market for the chance to do the really normal amount of labor necessary to be done. In the mechanical trades men are constantly being replaced by machines, and rendered useless. These men must then go into the ranks of the common laborers and compete with them for the privilege of performing that class of work, in order to be able to live at all. As an illustration of conditions we may take the circumstances in the city of Detroit. Much public improvement

is being carried on in that city this season, and the street railway system is also being entirely remodeled; as a consequence, a much larger number of laborers than usual are being employed, and the newspapers of the city have been congratulating workmen for some time past on the evidences of booming prosperous times to be noted on all sides. However, that the prosperity was not exactly what it had editorially been considered to be, was evidenced by a news article describing the industrial situation as it really existed, which appeared in one of the dailies on July 18. This article made it evident that there were thousands of idle men in the city who were unable to secure work of any description, and that among this army of idlers were included the most intelligent class of workmen, mechanics, who would be only too glad to get common labor to do, but who, by the very reason of their intelligence, were placed at a disadvantage in competing with the class which ordinarily performs that sort of labor. Said one of these men who was interviewed: "I haven't worked three months at my trade in three years. I am a wood-working machinist. They have got those machines down so fine now that one man can run a whole planing

mill with the assistance of a few boys who get about \$3 a week apiece, and for the heavy work they generally hire a Pole or an Italian, whose average wages is from seventy-five cents to one dollar a day. * * * My last work was on the Mt. Clemens electric railway, where I handled the pick and shovel, laid road iron, ties, and did other good, hard work, but what hurt me worse than all my troubles was that when I applied for work on certain jobs in the city, when addressed in a foreign language, I couldn't answer the foreman, and those who could were given the preference. I know at least one hundred men who worked at the Pullman works in its different branches, and some of them the very best of mechanics, who are now doing laboring work—that is, when they can get it to do—and as for other acquaintances in the mechanical trades doing the same thing, I couldn't begin to count them." No, real prosperity will never again dawn for workmen until conditions under which they are assured and secure a much higher proportion of the wealth they create are established, and this they must accomplish themselves. This is not pessimism. It is simple truth.

"B."

BORROWED OPINION.

If employers and employees got together at frequent intervals and talked over, in an informal manner, the interests of both sides, they would find ample opportunity to co-operate for their mutual benefit. The horse-shoers have proven the desirability of such a course, and have formed a joint organization for the purpose of considering matters of interest to their craft—*Harry Franklin, in Pioneer Press.*

The benefits derived from the organization of laboring men are not fully realized by those who labor for a livelihood and are not members thereof. To concentrate the forces of the masses of wage earners, organization is one of the most essential features to be pursued. Were it possible to place this fact before every laborer, that he might thoroughly understand the vital importance of it, he would appreciate the beneficial results which are sure to follow if wage earners would join together under the banner of unity.—*Sioux City Labor Bulletin.*

Splashes and flecks of golden sunlight dance around me as the summer wind sways to and fro the tops of the tall pines. A resinous odor fills the air. A squirrel chatters from a neighboring branch, and a pair of brown rabbits hop across the rarely-trodden road. Through an emerald framework one may see, stretching to the southward, from the eminence to which our long "climb" has led, a wooded hilly country, leading down to the Marshfield shores, where the great Webster had his home, and where he rests by the sounding sea. Not a house is in sight, however,

and not a sound is to be heard, save those minor keys of nature's symphony which fall on attuned ears with subtler melody than music ever evoked from stringed instruments — *F. K. Foster in the Labor Leader.*

"One of the reasons why organizations should be beneficial is the fact that men will always be found who cannot put in practice that which they know full well in theory, and to the practical men should be imparted the theory in order that action may result. A just combination of the theoretical and the practical is necessary to all progress, for projected action is the theory that becomes practice when taken. Organization provides the means for combining the theoretical and the practical, and, therefore, when properly conducted, must result in the putting into practice theories otherwise impossible of adoption. Through association the theories evolved by the individual become the possession of many, and through this possession theories are capable of being tested, which would be impossible if they remained in the sole possession of their originator. That which benefits the individual, if limited to individual action, benefits the individual only, and, therefore, must be limited in effect. As a community is composed of individuals, that which benefits one must benefit the whole; but without organization the benefit to the whole would require an equal amount of understanding upon the part of all before all could be benefited. This ability to bring all within the field of understanding is the function of organization.—*The Bulletin.*



Editor Railway Conductor:

In looking over the letters in the Ladies' Department, one can but draw the conclusion that the Auxiliary is a source of social and mutual benefit to all who are connected with it, and who will avail themselves of its advantages.

Here, one Division is credited with a social, whereby "a neat little sum" is raised for charitable purposes. Here, another is giving a picnic or excursion, also "a financial success." Yet another, just springing into existence, keeping pace

I do not believe in flattering, but I do believe in deserved praise, and such is certainly due our worthy President, Mrs. S. N. Pennell, and our Secretary, Mrs. S. L. McCutchin. These ladies never spare themselves any trouble in the interest of the Order—and much praise is also due many other members of Division No. 1, who are untiring in their efforts for the good of the Division.

In June number all, doubtless, read the pleasant surprise tendered Mr. Hodges and myself on the seventeenth anniversary of our marriage, by



NEGRO BUILDING—ATLANTA EXPOSITION.

with her older sisters, and giving a delightful banquet, where all are mutually harmonized, and enthusiastic over the possibilities of the future. We are always so glad to hear a message from these new Divisions, and to know that others are enlisting in the work. The new life infused in the work by these young workers will serve to enthuse the older Divisions to more vigorous action, that the new recruits may not out-march the veterans.

Bethlehem Division No. 1 cannot be called a new recruit, neither a very old veteran, as it is but a little more than three years in existence, but is alive and has a good corps of officers, to guide its affairs successfully.

members of the Auxiliary and their husbands, and I wish I were able to suitably express our appreciation of the event. The dear friends who have become a part of our lives in the last three years are doubly dear as time progresses. Without knowing how it has come about we cherish a love for them that is lasting, and believe we are all beginning to reap the benefits of our motto, Charity and True Friendship.

Sometimes my heart is too full for utterance, when I consider all the kindness evinced by these dear friends, and I feel sure success and prosperity must follow all their well-meaning efforts in behalf of our Order. The bond of "true and perpetual friendship" is attaining more and more

the true results for which each is striving. Although some may, perhaps, be blind to the evidences of these delightful conditions, yet, if search is made, it is so easy to find good in all—it is sure to be there. Equally easy is it to discover something to find fault about; but, ah! let that go, and get all the good there is afloat—there will be more than enough for all.

We did not indulge in a public picnic this year, but instead, set apart one of our regular meeting days for a day's outing at Euclid Beach Park, a suburb of Cleveland, available either by boat or street car. Those who were there (I was one of them) can tell you of its success, better than I can write of it—so I leave it for some of them to do.

Grand Chief Conductor, E. E. Clark, recently visited Cleveland Division No. 14, O. R. C., to instruct them in the new work. A social was held in the evening at the hall, where both the O. R. C. and L. A. hold their meetings, and a goodly number of the conductors and their families were in attendance. The Auxiliary hastily arranged an impromptu program, of vocal and instrumental music, and recitations. Sister Maxon sang the beautiful song, "Changeless." Miss Mullen, daughter of an O. R. C. man, sang beautifully, she has a fine contralto voice. Wm. Sylvester also sang solos, showing the depth of a rich base voice in one so young. Sister Sylvester was accompanist. Masters George Pennell and George Carroll rendered several delightful selections on the mandolin, accompanied on the piano by Miss Flora Pennell. Miss May Forbes also entertained the audience with two well rendered recitations. The address of welcome which began the program, and should have been noted first, was made by one of the O. R. C. Brothers, who was unprepared for the emergency, and in his zeal to say something remarkably funny, astonished everybody—none more so than his wife, (don't ask me who she is,) upon whom every one cast eyes of suspicion, believing she had been "telling tales out of school," until after he had aroused the ire of all the Auxiliary, he declared that they (the Auxiliary) were thinking seriously of disbanding. They finally turned their attention to his little joke, and he was unable to find a seat beside any of the ladies, for none would have him. Don't ask me his name for it would embarrass me too much to tell you.

Brother Clark was on our program, too, and he poured oil on the waters by saying he did not believe all Brother H. (oh! I nearly told his name) said, and the kind words he said for the wives of the O. R. C. will long live in our memories. Mr. Clark can come to Cleveland again, at any time, a most welcome guest.

After the close of the entertainment, the Auxiliary served cream and cake, and spent the remainder of the evening in social converse.

Our regular socials were discontinued in the spring, but will probably be resumed in the fall.

We have several candidates in prospect, some for initiation, and the outlook for the Division is brighter than for some time. The new work will be ready soon, which we trust will greatly increase the interest of all Divisions.

Bethlehem Division was active in submitting resolutions for the new work, and will be accordingly interested in its appearance.

My letter is getting lengthy, but I want to add my mite to the letters already written, in appreciation of the Atlanta people's efforts in behalf of their guests at the convention. Sister Moore has more ably done this than I can hope to do, but I wish to be represented among the appreciative ones, and say, my memory of Atlanta and Atlanta people, together with people from all over this country, will ever be a bright spot in my life. I feel sure much good will result from the outcome of that convention, and none stand more ready and willing to assist in bringing about good results than the members of Bethlehem Division.

We all appreciated Sister Sewell's last letter. It is a good advertisement for our insurance, too. I hope all the Sisters will take an interest in this, and get the insurance well founded before another Grand Division convenes, when a vast improvement can doubtless be made. All success to your efforts, dear Sister Sewell!—and let us hear from you often.

Cleveland, O.

MRS. C. P. HODGES.

Editor Railway Conductor:

Nonpareil Division, No. 70, of the L. A. to the O. R. C. must flourish under the supervision of its efficient officers and progressive members. Our list of membership is increasing, and though we have an eye for the dollar and are prospering financially, we are not forgetting our sociability. As a result of socialistic labor we have some fossilized relics, that may be of use in the future. It was whispered around by some of the O. R. C. boys that the "L. A. were short one thing" at the last social. Let us hope our loss may be their gain, at their next endeavor.

While reading our last monthly I realized that it is by coming in touch with those of more enlightenment we gain strength, and beauty, of soul, and as individuals exert a subtle influence that tends to elevate or degrade those with whom we come in contact. At the present time the social and economic world is in a condition to test the

wisdom and heroism of the purest and bravest souls.

At our last meeting it was resolved that we most deeply deplore the loss sustained by our sister, Mrs. W. E. Higgins, Grand Secretary of the Ladies' Auxiliary to the O. R. C., in the death of her husband. To our bereaved sister we tender our most heartfelt sympathy in this, her deep affliction. May we who survive him be more strongly cemented together in ties of union and friendship, and during the short space allotted us here, strive to mutually promote the welfare and happiness of others. With best regards for all sister and O. R. C. Divisions, I am, ever the same,

NONPAREIL.

Clinton, Iowa.

Editor Railway Conductor:

Intended to write a few lines to my dear Sisters long before this, but have been very busy, and although I have thought of them many, many times, I have been unable to find time or place to collect what few ideas I did have. Tonight I am alone, the good man of the house is at the other end of his route, the little one sleeps, the house dog watches from her corner, and the silence is unbroken, save by the voices and footsteps of a few late passers by.

I see that Brother "B," of Pine Tree Division, has written to you of the annual excursion this year among the islands of Casco Bay. Although the day was foggy and dull, our hearts were full of sunshine, and we enjoyed both sail and dinner. It was a pleasure to see so many present, though the time was far too short to meet and greet them all, and we hope for many future reunions.

Pine Cone Division was called to order at 6 o'clock in our new home, Sons of Temperance Hall, which is only four doors from Rossini hall, the home of Pine Tree Division. You will readily see that the change was made for the benefit of that Division, as it will save its members many steps when meetings close and it is near "train time."

We had a very interesting meeting, initiating eleven candidates, some of whom had a three hundred-mile journey to be with us that day. Although our time was limited and hurried at the last and the cordial handshakes and friendly greetings were few, they must feel assured that we gladly welcomed them as Sisters, and hope the interest they have shown will strengthen, as they become better acquainted with our work and aims.

Our Division is most fortunate in having with us Deputy Grand President Mrs. E. J. Palmer, formerly of Spokane, Wash., who has given us many words of advice and encouragement. Mr.

and Mrs. Palmer have recently decided to make Portland their home, and we know they will find many friends in Maine. Mrs. Palmer gave us a very interesting account of the work and pleasures of the Grand Division at Atlanta, and we feel that the delegates who worked so hard and steadily through the long sessions, certainly deserved all the attentions shown them. I had the pleasure of receiving all *The Atlanta Constitutions* which contained reports of meetings and excursions, thoroughly enjoyed reading them, and was with them all, in heart and mind. I also have many cards and souvenirs of Atlanta, through the kindness of Mrs. Wright, of Banner Division, Toledo. Pine Cone Division is ready and willing to work, but has no thought of ever attaining such success as has attended Golden Rod Division.

Praise and honor be theirs! Many were the words of kindness expressed for Mrs. W. E. Higgins, Grand Secretary and Treasurer, in her great affliction. They could not lessen her grief, nor lighten the dark clouds which seemed to overwhelm, but were spoken from the heart in loving sympathy.

"How hard it is, with so much gone
Of love and life, to still live on."

I must not forget to tell of the interest shown in our success by Pine Tree Division, kindly expressed by the generous gift of twenty-five dollars, and in many acts of assistance. We are very grateful to them and feel encouraged to persevere. With "Excelsior" as our motto, we will look hopefully forward, striving to attain the highest aims and principles.

My few lines are many, and the hour is late, so I will close with kind regards to all.

Portland, Me.

MAYNE.

Editor Railway Conductor:

I wish through the columns of THE CONDUCTOR to acknowledge the many kind letters of sympathy and condolence I received since I have been called upon to pass through the darkest hour possible to humanity. I feel wholly unable to reply to my many friends individually, and hope they will accept this manner of acknowledging their kind words.

MRS. W. E. HIGGINS.

Columbus, O.

Editor Railway Conductor:

On April 18 we were organized by our Grand President, Mrs. J. H. Moore, to be known as Calla Lily Division, No. 63. Our officers for the year are as follows: Mrs. J. H. Clark, President; Mrs. J. Taylor, Vice President; Mrs. P. C. Moore, Treasurer; Mrs. J. Gibson, Junior Sister; Mrs. C. F. Wescott, Senior Sister; Mrs. W. E.

Peters, Sister Guard; Mrs. P. Donahue, Chairman Executive Committee; Mrs. W. B. Robertson, Correspondent. In the evening of the day on which we were organized, our husbands joined us at the hall and we had open installation of officers. Then we adjourned to the banquet hall for refreshments, served in honor of our Grand President and Brothers. On June 21 we gave our first social on the lawn of our Senior Sister. It was well patronized, about 100 being present, and \$60 was realized. So you see we have not been sleeping, if you have not heard from us. We are a band of but twelve, but we hope to have more added to our list soon.

Conneaut, O. MRS. W. B. ROBERTSON.

Editor Railway Conductor:

Columbine Division 54 is just one year old, and is

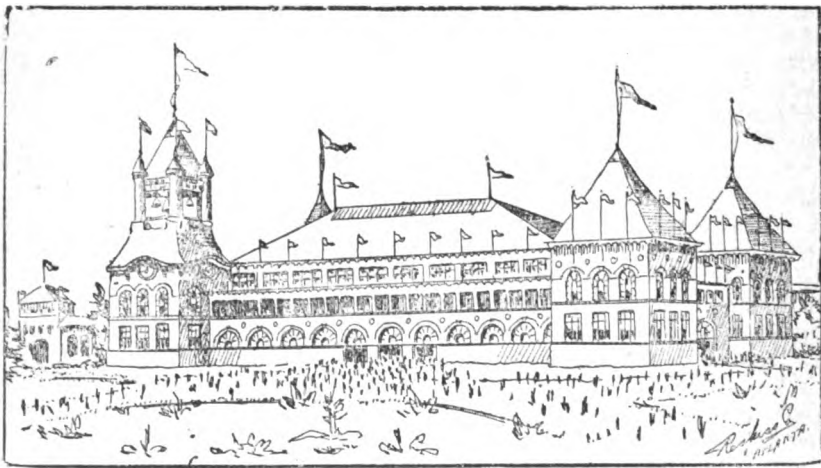
plan a surprise and present her with a rocking chair. So, loaded with ice cream and cake, we took possession of her home in her absence, and the surprise was complete and thoroughly enjoyed by all.

We had a most delightful picnic on the 4th of July, participated in by the ladies of the Auxiliary and their husbands.

We have adopted the rule of giving a bouquet of cut flowers to the sick, but the young conductors are calling so fast (there being three of them in the last two weeks) that we are thinking seriously of having a baby show, in order to replenish our treasury. But keep on, dear sisters; we will still furnish bouquets, as our prospects are bright for free coinage, 16 to 1.

Salida, Col.

MRS. H. S. MONEHAN.



MANUFACTURERS' AND LIBERAL ARTS BUILDING—ATLANTA EXPOSITION.

in a very prosperous condition, both financially and socially.

We may truly say we are as one family of sisters. I am a very young member, having been initiated on the 16th of May, but I am wholly in love with our Order, and would say to all doubting "Thomases" it is all right, and just what railway conductors' wives need, as no one can sympathize with a railroad man's wife as another railroad man's wife can, as all their trials are so different from the average man that the outside world cannot understand as we do.

We have a number waiting to see how we "get along," and we are endeavoring to let our light shine so they may see our good work and join us.

On sister Peacock's return from the convention, we were all well pleased with her report, and thought we could show our appreciation of her hard work for us in no more suitable way than to

Editor Railway Conductor:

Crescent Division No. 58, L. A. to O. R. C., was organized Jan. 10th, with eighteen charter members. Two have been initiated since. We think that we are doing quite well, as the O. R. C. have only about thirty-five members here, and some of them are single. To be sure, we are living in hopes, but it is rather late in the day to say that.

We had a pleasant time when we organized, G. P., Sister Moore, doing the work, assisted by Sister Watson, of Cedar Rapids, and Sisters Newland and Boswell, of Boone. We gave a reception in the evening, in honor of Sister Moore, the visiting ladies and members of the O. R. C. The evening was spent in card playing, etc., after which refreshments were served, and all went home feeling benefited by the occasion. I am not the regular correspondent, as the ladies of 58

will quickly observe, but owing to our correspondent having suffered the loss of her mother, in which affliction we all sympathize with her, and knowing the ladies were getting anxious for something to appear, I took the liberty of surprising them.

Perry, Iowa.

MEMBER 58.

Editor Railway Conductor:

Well, here we are, home again, after a brief but pleasant trip to the beautiful, sunny south. We say brief, for such it seemed to us. We could scarcely realize our stay had been so long, for every minute of our time was taken. Then, we were so welcome; the governor, the mayor of the city, in fact, every turn we made we could see welcome to Atlanta. We knew it did not come from the lips alone, that such a warm welcome must come from the heart, and still, we were not so much surprised to receive such a welcome, as the people of Georgia, especially Atlanta, are noted for their generosity and hospitality. We thought we knew all about the hospitality, but our welcome far exceeded our expectations, and our visit to Atlanta will always be a pleasant remembrance in our minds, as the members of Atlanta Division 180, and Golden Rod Division 43, L. A., spared neither time, labor nor expense to make our trip a pleasant and enjoyable one, and we thank them again and again.

With what pleasure and bright anticipations we look forward to those conventions where we meet dear friends and make new ones, as each convention brings us new members. While our meetings give us such pleasure, still there is sadness along with the pleasure, that is the parting. When we shake hands and bid adieu, fully expecting to meet at the next one, still, with the old saying, "If nothing prevents, I will be there." How many changes may take place in the two years, the hand of Providence may be laid on us and claim us for His own. Such has been the case with our friend and Sister, Mrs. Higgins, Grand Secretary and Treasurer, who has been called upon to mourn the loss of her beloved husband; how we sympathize with her.

We can see a decided increase in our work since our last convention, and while our work is increasing we will also say, why shouldn't it increase with so many active workers? And it also goes to show that we, as conductors' wives, do not live for ourselves alone, we live for others as well as ourselves. Every one of us has a duty to perform, the rich, as well as the poor. To some, life is a pleasure, while to others, it is suffering. But the best do not live for enjoyment, or even for fame; our strongest motive power is hopeful,

useful work. In every good cause we often connect the idea of duty with that of the soldier's trust. Many of the duties are performed privately. Our public life may be well known, but in private there is that which no one sees. If we can only make ourselves and others a little better, we have, perhaps, done the best that we can do. The joys that come to us in this world are but to strengthen us for some greater labor, to succeed that which has already been done. In previous works we have endeavored to show forth the great virtue of a good example; it is among the most priceless of all things to set the best example in our power. It is one of our highest responsibilities, example teaches better than precept. It is the best moulder of the character of men and women, the best and bravest of wives may have moments of doubts and weakness, but if we stand firm in this, our hour of trial, the firmness gives serenity to the mind.

As we have now started in for another term, let us take hold of this work, not with our hands alone, but our hearts also. Let us keep our Auxiliary to the highest standard, and help each other; if we are proud of our Order and proud of ourselves, we cannot help but be respected. Let us strive to do our duty; by doing so I am sure we will meet with continual prosperity.

Philadelphia, Pa.

MRS. B. F. WILTSE

Editor Railway Conductor:

Phenix Division is no "myth," neither are we located in Egypt, but for three weeks we were without a home, until, thanks to the conductors of Delaware Division No. 37, we are now permanently located in Ortygia Hall, on Hanover street. We extend to all conductors' wives, whose husbands are members of the Order, an invitation to unite with us in this good work, for we are not organized for sociability alone, but our object is to help mankind in general, and conductors and their wives in particular.

Since we organized we have been called by some, the new women, but if visiting the sick and striving to help others to be better constitutes a new woman, then it is my earnest desire that a Ladies' Auxiliary may be organized in every town, for, if every member lives up to our motto, "Charity and True Friendship," our influence must be felt, and Phenix Division will not have been organized in vain.

I wonder if we ever gave our motto a thought as to what does charity and true friendship mean to us as an organization? Does it make the words we say the better, the deeds we do the worthier, or are we more charitable in our judgment of others, for the ways of charity are broad, making

one think well before speaking. We cannot be true to ourselves or our friends unless we have charity. What we really are is telling every moment on someone. Our influence must be felt in a community, either for better or worse. If we only could look into the depths of each one's heart and know the cares and sorrows that at times seem more than they can bear, we would not be so prone to judge unkindly, but would be more charitable with each other's infirmities.

Our membership is increasing, and new members have been initiated at every meeting except one, and we have several petitions for membership to act on.

I believe each Sister is doing all she can to induce new members to join. Different Sisters have canvassed Easton and South Easton, Pa.; Washington, Junction, Somerville and Bound Brook, N. J., with success.

An error was made in my former letter in regard to the days we hold our sessions. We meet on the first and third Wednesdays of each month, at 2 o'clock p. m., in Ortygia Hall on Hanover Street.

On Wednesday, June 5th, after trying the carrying abilities of his Goatship by four new members, and be it said to his credit, his Goatship acted in a manner and dignity worthy of many an older lodge in which this much abused animal is used, we were, at the close of the exercises, invited to the home of Sister Shields, where an elegant banquet had been spread for all. Several of the Sisters' husbands were present and partook of the good things, of which an abundance had been provided. Our guard is growing taller since her election to office, caused by reaching up to the wicket to answer alarms from the ante room.

We have missed Sister Kenna's cheerful presence at our meetings on account of being kept at home by her son James having broken a leg. We trust for his early and speedy recovery. An invitation has been extended by the ladies connected with the Auxiliary to its members, also to conductors and their wives, not members, to attend a trolley car party, Thursday evening, July 18th. After the ride a banquet will be served at the home of Conductor Eldridge Barber.

On Wednesday evening, July 24th, an ice cream sociable will be held at the home of Sister Oscar J. Freeman, on South Easton Heights. An enjoyable time is anticipated.

We had the pleasure of Sister Wiltse's company on Wednesday, July 3d. She gave us some excellent advice. In the evening, quite a number of the Sisters took a trolley ride to Island Park, where we had an enjoyable time. The ride along the Lehigh river is a very pleasant one.

Phillipsburg, N. J. MRS. W. C. ROWLAND.

Editor Railway Conductor:

After reading so many interesting letters in THE CONDUCTOR, telling of that grand convention, I can't keep quiet any longer. Oh! how we all did enjoy that trip, and how thoroughly we appreciated Atlanta's hospitality. I think every member of the O. R. C. and L. A. will long hold in grateful memory that beautiful city, and its people. Judging by myself, I believe there was many an O. R. C. wife who felt proud she was in the railroad circles. Now, we all look forward to that pleasant meeting in Los Angeles. I'm certainly going to try to attend every convention in the future, as no one who stays away can know how much she misses, (only by the weight out of the pocket book).

Ennis is a lovely railroad town, with lots of O. R. C.'s here, but we haven't organized an Auxiliary yet. It would be so nice to have a Division here.

I had the pleasure of meeting Mrs. Tygard, President of Division 28, Denison, Texas. That's the nearest Auxiliary, and I think it would be kind for them to help organize us; I am sure quite a number would join. The Sisters write such delightful letters, also the members of the O. R. C., (I don't intend to leave them out,) that I can read and forget all about our sultry afternoons. Wishing you all a delightful summer, I remain

AN O. R. C. MEMBER'S WIFE.

Ennis, Texas.

Editor Railway Conductor:

The columns of your excellent journal have never been burdened with news from Meadville, and I thought it timely and appropriate to send you a few items and set our Brothers of Keystone Division, 32, a good example.

Joseph York Division, 60, was organized February 26 by Mrs. C. P. Hodges, of Cleveland, O., with twenty-three members, from which the following officers were elected and installed for the ensuing year:

President, Mrs. Geo. Thompson; Vice President, Mrs. T. B. Hewitt; Secretary and Treasurer, Mrs. R. T. Cowing; Senior Sister, Mrs. W. C. Hendry; Junior Sister, Mrs. C. J. Kelso; Guard, Mrs. L. A. Rose; Delegate, Mrs. E. M. Keefe; Alternate, Mrs. D. B. Coyle.

We were unable to send a delegate to Atlanta, but never mind, look out for a delegate from Division 60 at Los Angeles in '97.

Since we organized we have steadily added to our numbers and are at present in a very flourishing condition, with bright prospects for the future.

On May 29 we gave a social and dance, which was a success, socially as well as financially, and

at present are talking of spending a day at the famous Celeron on Chautauqua Lake.

We hold our meetings the second and fourth Thursdays of every month and will be only too glad, at any time, to greet any L. A. Sister who may visit us.

I will close with best wishes for all Sister Divisions.

MEMBER DIV. 60.

Meadville, Pa.

Editor Railway Conductor:

The convention is over and those who were privileged to attend have returned home full of enthusiasm, thereby adding to the regrets of the stay-at-homes, of whom I, alas, was one. 'Tis hoped that a new impetus may be given to the work, and that the record of the next two years may excel that of the past. Our delegate, Sister Wm. Shafer, gave us a very complete report of the doings of the Grand Division. Sister Shafer's husband attended the Grand Division as a visitor and says he enjoyed himself like a boy with a new red wagon.

There has been another conductor added to the list, but as yet he has not become a member of Division 187. We hope he may become as good a member as his father, who is a member of Division 187, and the mother, who is Secretary and Treasurer of L. A. to O. R. C. No. 8. We feel sorry this little conductor didn't get to the picnic, as I think he could have made some of the home runs as well as the ladies in playing base ball, although the L. A. to O. R. C. are the champion base ball players in Pennsylvania. They can sling the bat and throw the ball equal to any professional. At the next convention we expect to bring them forward as prize winners.

Can any Sister of Division No. 8 tell me who the Sister was that rode five squares out of her way to get the value of her five cents car fare and was sent home on foot?

We feel as though we ought to thank the Brother, of Division 187, through THE CONDUCTOR, for the handsome meeting room he has rented for Division 187 and the Auxiliary. We are very much pleased with the room in every way and hope it will be filled at every meeting.

We feel sorry that Brother F. J. Heaney is under the weather very much, and Sister Heaney is still sick; but hope she will soon recover to be with us in our meetings.

Sunbury, Pa. MRS. J. H. ELLENBERGER.

Editor Railway Conductor:

With pleasure I write a few lines in behalf of Delaware Division No. 50, L. A. to O. R. C. I

am not correspondent, but I feel as if all railway people are friends. Am sorry to say our Division was not represented at the convention. Our Junior Sister, Mrs. F. Rodgers, was elected delegate, but the loss of her husband, of course, prevented her going. The heartfelt sympathy of all of Division 50 goes out to her in her great trouble.

We have very good times at our meetings. Our Division does not grow as fast as we would like to have it, but we expect to have two initiations before long. I think we can all afford to give two afternoons out of a month to our meetings, unless sickness or death prevents. We are all young folks, full of life, and are anxious to assist our Brothers of the O. R. C. in all their good work. We all enjoy reading THE CONDUCTOR, especially the Sisters' letters. It makes us wish to know each and all of them.

Wilmington, Del.

MRS. W. T. S.

Editor Railway Conductor:

Weeks have passed since the gates of Atlanta, our "White City" of the south, were thrown open with a genuine southern welcome to our Brothers of the O. R. C. and Sisters of the L. A. who came together here from all parts of this Grand Old Union of ours, in the twenty-fifth session of the Grand Division of the Order of Railway Conductors, and the sixth Grand Division of the Ladies' Auxiliary.

Although your stay among us, Brothers and Sisters, was comparatively brief, yet much good was accomplished in upbuilding and ennobling this grand cause of ours. I am sure the convention could have had no other than a stimulating effect throughout the hundreds of Divisions which constitute this one Grand Division of which we are so justly proud.

Especially has it been stimulating to our Golden Rod Division. The Sisters have gone to work with renewed zeal and energy, and notwithstanding we are comparatively in our infancy—not yet two years old—we are heroically surmounting all obstacles and striving upward and onward in this great and noble work.

The Dustan Medal, won by our Division, is a great inspiration to the Sisters. One of our brightest aspirations now is to keep it with us.

It was, indeed, a rare pleasure to have at our first regular meeting, after the adjournment of the Convention, so many visiting Sister-delegates. Their presence was to us an inspiring star which can never go fully down, for, banded together as we are, in one great Sisterhood, with our motto, "Charity and True Friendship," leading us forward in the field of a pure and lofty purpose, we

find that there is work everywhere for our hands to be doing, yes

"There are lives that our kindness may brighten,
There are hearts that are weary with sorrow
and care

Whose burdens our fingers may lighten."

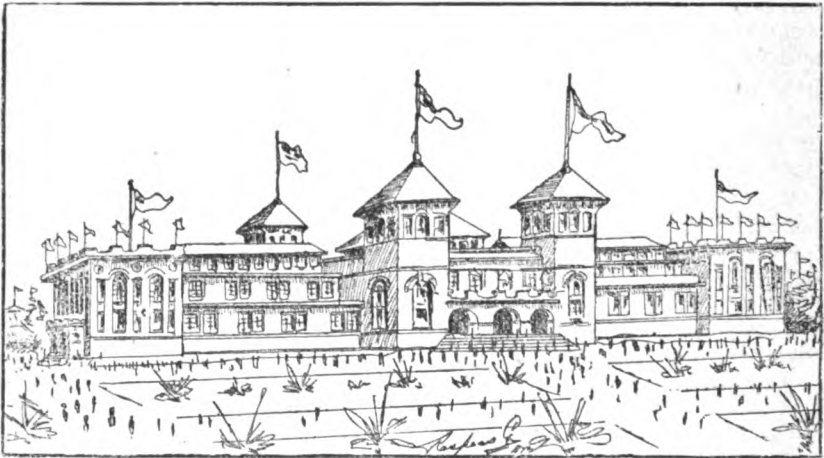
Especially to Mrs. C. P. Hodges are we indebted for the aid she so kindly gave us in our new work. She did it in the easy, happy manner in which she always does everything she attempts, and which is so characteristic of her.

To each and all of the visiting Sisters, who so kindly remembered our Division with the exquisitely beautiful silver water-service, we feel a deep and lasting gratitude. Around this lovely gift will cling rich and blessed memories of the tender and hallowed associations of the convention.

Although the convention, which we all looked

I thank our Brothers of the Augusta Division, 202, very much for their kind invitation to attend their barbecue, which occurred on the 9th of July. Although I did not attend, I am sure those who did were royally entertained, for the hospitality of our Brothers in that Division cannot be surpassed.

When the Angel of Death visited the home of our Sister, Grand Secretary and Treasurer, Mrs. Higgins, and took from her the dear one of her heart, it caused a pang of sorrow to pierce the hearts of each member of our Division. In this sad hour of her affliction we tender our deepest sympathy. I, myself, having experienced the same sore affliction—the greatest trial of my life—can feel heart to heart with our bereaved Sister, for I have found it hard, oh! so very hard to say, "Thy will be done"; but



TRANSPORTATION BUILDING—ATLANTA EXPOSITION.

forward to with many happy anticipations, has closed, and the merry parties have dispersed long since and gone to their far distant homes, the memory of that great event is still fresh and inspiring to our hearts, so I can only say,
"Long, long be our hearts with these memories filled!

Like the vase in which roses have once been distilled—

You may break, you may shatter the vase if you will,

But the scent of the roses will cling 'round it still."

Notwithstanding the fact that hundreds of miles may separate us from those who came together here in this Grand Convention, which closed in a "blaze of glory," its inspiring radiance and dear golden memories linger strongly, yet tenderly, with us still.

One by one earth's ties are broken
As we see our love decay;
And the hopes so fondly cherished
Brighten, but to pass away.
One by one our hopes grow brighter,
As we near the shining shore;
For we know, across the river,
Wait the loved ones gone before.

Atlanta, Ga.

Mrs. J. A. HOBBS.

Editor Railway Conductor:

At our last meeting, June 14th, the report of the work of the convention was read by our delegate, Mrs. W. W. Hinkley, and was well received, it being one of the neatest and best reports that it has been our pleasure to hear.

The Sisters were very enthusiastic in their praise of the treatment they received from the

southern people. They said they had often heard of the bounteous hospitality of the southern people, but never could have realized one-half of the enjoyment they received while there. They declared that Golden Rod Division, No. 43, had prepared a measure of enjoyment and pleasure that was fairly running over, and Division 180 could not be excelled in entertaining. The Sisters earnestly request me to thank brother M. J. Land for his untiring efforts in their behalf.

Sister Kissick treated us very generously with a description of her pleasure trip and of sights seen, that made us almost feel as if we too had been there. She also presented Division 23 with a pair of beautiful gavel, which she purchased at Chattanooga, requesting the Sisters to remember her when they were used. I am sure that I can say for all that we earnestly hope we may never be called upon to mourn the loss of so valuable a member, having filled the chair as our first president, and at present our secretary. Truly, we should miss Sister Kissick.

We regret to say that two of our most endearing members, Mrs. J. J. Bresnahan and Mrs. D. W. Miller, have recently asked for transfer cards, intending soon to organize a division at Raton New Mexico, Sister W. W. Hinkley, of our Division, being requested to organize same. Sister Bresnahan has served as president, secretary and delegate for Division 23, and is capable of any undertaking. We predict for the ladies of Raton a prosperous Division.

Sister W. H. Leonard has left us to join her husband in Guadalajara, Mexico, where Brother Leonard is running train on the Mexican Central Railway. Sister Leonard will be greatly missed, as she was a very amiable and efficient officer. We all unite in wishing them prosperity in their new home.

Sister Ladd has joined her husband in San Bernardino. A letter from her was read at our last meeting, telling us of an accident her husband met with in the loss of his fingers. Division 23 extend their sympathy.

We are pleased to note that Brother Steinmetz is well again and running train, and are also glad to note that Sister Gilmore's children are rapidly recovering from an attack of scarlet fever.

Sister Muse at this writing is entertaining a young conductor. The Sisters think that St. Peter must have slept and left the door of heaven ajar, when through this little angel crept and came down like a falling star. [Don't you believe it.—Ed.]

District 23 will give a picnic at Rocky Mountain Lake, July 24, in honor of "Hot Tamales" and family. We extend an invitation to all members of 44 and their families, and hope by their attendance they will help us to make the day pleasant for our guests.

A reception was held and refreshments served at the close of our meeting, in honor of Sisters Hinkley, Kissick and Holbrook. It proved a surprise to them and was enjoyed by all.

Denver, Colo.

MRS. A. H. LANDIS.

Editor Railway Conductor:

While we are few in number and increasing but slowly in membership, we wish the readers of THE CONDUCTOR to know that we have not lost all interest in the organization of which we are so proud. Within the past few months a series of entertainments have been given by the Division, at the homes of Sisters Elwell, Shumaker, Hickey and Condon. All who attended seemed to enjoy themselves thoroughly, as these Sisters know how to manage such entertainments.

Since our last convention, and the re-election of our Grand Secretary and Treasurer, Mrs. W. E. Higgins, of whom we feel proud, and consider worthy of the office which she now holds, we have started out with renewed energy and the determination of doing better work in the future than we have in the past.

Columbus, Ohio.

MRS. K. K. C.

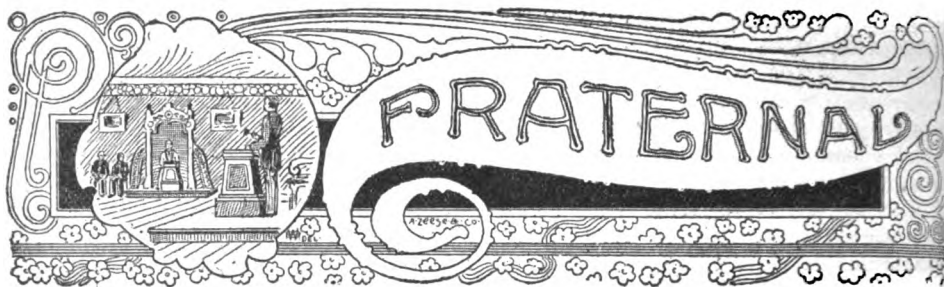
THE ROBIN THAT SINGS IN THE RAIN.

KATHERINE M. PIERCE.

When April comes in winsome grace,
Calling the sleeping flowers on the lea,
Soothing the restless waves of the sea,
Life awakes in her smiling face
To be thrilled by the gentle sweet refrain
Of the robin that sings 'mid the falling rain.

From rifted clouds the day's last beam
Shines over that warbler, wild and free,
Perched aloft on the leafless tree,
Where the falling rain as jewels gleam,
Then tenderly clear is the beautiful strain
Of the robin that sings in the evening rain.

The queen of song may tribute bring,
And sweet bells carol a jubilee
To swell the song of the loyal free;
Or Handel's "Christ" an anthem ring,
But the dearest of all is the glad refrain
Of the robin that sings in the falling rain.



Editor Railway Conductor:

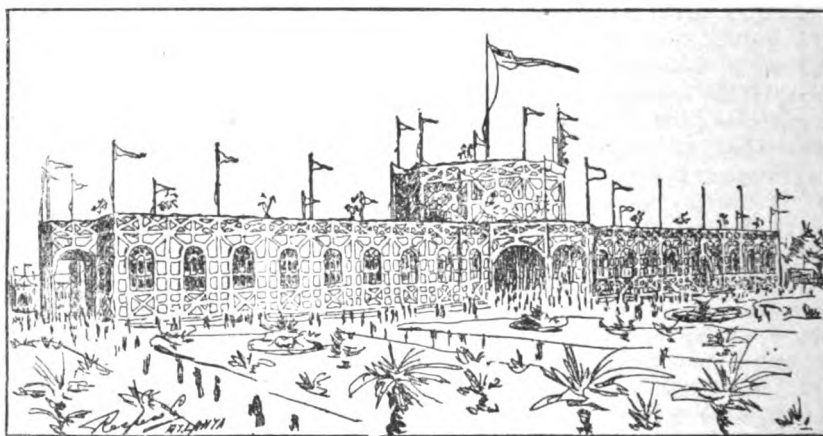
Once again I will trespass upon your good nature by trying to magnify our bean fed ideas and retail some of our local gossip.

Boston Division 122 had its regular meeting last Sunday, and despite the heat, had a very good attendance and transacted quite a lot of business.

Recently there have been rumors afloat that there would be a vacancy on the board of railroad commissioners for this state, and 122, ever ready to honor one of its competent members, put forward the name of our worthy Secretary, Brother

Division 122 is contemplating a sick benefit and if adopted, I think it will revive a good deal of the latent energy and tend toward keeping the members more closely interested in the Division meetings.

Our worthy Chief Conductor, Brother John Tait, recently received a most deserving promotion, having been advanced to yardmaster of the N. Y. & N. E. at Worcester. I say the N. Y. & N. E., but Brother John says he does not know exactly what road he is working for since the foreclosure sale, but he thinks that the Boston, Revere Beach & Lynn controls the stock, because there



MINERALS AND FORESTRY BUILDING—ATLANTA EXPOSITION.

C. D. Baker, who is in every way particularly qualified to fill any position of that character. Somehow, though, Division 157 had a candidate in the field, Brother G. A. Reed, and, owing to our apparent two or tow-headed position, we evidently lost the appointment, though, to be sure, the governor never intimated that he desired a candidate from organized employees, as his predecessors had done. This slip-up has taught the members of both Divisions a lesson that, I sincerely trust, they will not soon forget, for by united effort alone can we hope to build up our Order here, in the east, to the high plane it has reached in other parts of the country.

are rumors of a movement to add to their present system. However, we all wish Brother Tait success.

I was more than pleased by the able reply in the July CONDUCTOR, to the editorial attack upon socialism in the June number. There are points in Mr. Stuart's reply that each and every man should read and ponder over in these days of consolidation and lowering wages coupled to the blacklist and hampered independence. The plutocratic dailies are ever preaching consolidation, but never upon the ground of government ownership; they only want to see all this consolidation under private control, even going so far as to ad-

vocate it in the money question, in the shape of increased power to national banks. Mr Stuart's letter shows to every workingman the only practical manner in which we can relieve the laboring people today, of their ever increasing load of poverty and unhappiness. Socialism as outlined by Mr. Stuart will clearly work the emancipation of the workers after they have been subjected to a little more oppression by the capitalists and thereby get their eyes opened to the fact that government ownership will surely help them, simply because they, the great army of workers, are the government. Give us more such writings, Mr. Stuart, and we will soon have the O. R. C. socialistic.

I see Master Workman Sovereign has declared a boycott upon national bank notes, and, while I think it will do good work in educating people on the money question, it will probably fail in its purpose, owing to the money power ridicule of the daily press. Ridicule is their only argument, though, as they have not got a sound argument in support of national banks.

Members of 122 were very pleased by what Brother Arnold said in his Birmingham letter, in the July number, about our delegate, Brother Baker, as it showed that our choice was appreciated and looked up to outside of our own Division. Come again, Brother Arnold, we like you.

Grand Chief Conductor Clark will be with us next meeting, and we expect a good crowd and a hot time. We will surely set out our best plate of beans for Brother Clark.

Since the organization of Mascot Division, L. A., my wife has been teasing me to let her join, but, as she always said she had nothing to wear, I do not want her to join while in that fix; a few more talks with Brothers Minnum and McIsaac will surely compel me to get her a suit somehow, if they are only bloomers. Brothers M. and Mc. are doing strong talking for the L. A. and they have already softened the pocketbooks of several horny-fisted(?) husbands. Good luck to them. More next time.

"122,"

Boston, Mass.

Editor Railway Conductor:

Had I been able physically I would have gone to Atlanta to mingle with the conductors in their convention, because I am now the oldest living railroad conductor in the world. The injuries I sustained from the accident to my train—freight—in November, 1843, I never did recover from, and since my left hand was taken off—April, 1890,—the injuries I then received in the right side of my head and shoulder now trouble me. I was thrown backward from the top of the car I was on to the

bottom of an embankment—twenty-five feet. When I recovered strength to navigate I found that I could not ride on my heels on a car, the jar gave me misery in my shoulder. So I had to retire from the conductor's field. The effects of these accidents was lifetime affliction—insomnia—and for forty years I never slept more than four or five hours out of twenty-four. As to sleeping in the day time—no matter how tired I was, if I laid down, the moment my head struck the pillow I was wide awake.

On looking back over my life I now see the providence in the accident. In 1854 I entered the Baptist ministry. No education—all the schooling I ever had was for five years, six months in the year, at the old free school in Augusta, where I was born, and six months in a grammar school. I worked Saturdays and at nights for the teacher to pay for my tuition. So that the Lord enabled me, on going to preaching, to take up His book at night and study it—I found that my mental powers were brighter at night—and many a night at midnight, when the family were all asleep, have I sat at my table communing with my Lord in His talks to me out of His book. As I am now nearing the station on life's railway where I am to be put off, on looking back at my venturesome life, I can but feel thankful if I have been the least aid in giving a cup of water to any poor human in Christ's name.

I have for years felt deeply impressed to preach especially to railroad men and pray my Lord to awaken them to the great responsibility resting upon them and arouse them to the great importance of preparing, while here, for eternity.

On the railway of life there are unseen conductors. Every human has a ticket stamped on his breast, where he is to be put off. There are two sides on this railway. One side is the mountain of glory, to which the spirits of all who love Jesus here ascend—heaven. The other side—down, down to the gulf of woe.

The great question which is proposed to every human soul in this life, from eternity, is "Do you love Jesus?"

Were I able I would have put out thousands of leaflets on red and blue silk with that awful question stamped upon them, and beg every engineer, conductor, fireman and trainman to pin one on his shoulder. On that question rests the all of christianity—religion. We are commanded to seek the Lord while in this life. Too late when death is sure to put us off the railway of life.

I have sat at the bedside of many who were breathing life out, and only my Lord knows how sad I have felt—my heart going up in prayer for some poor friend who had no hope of salvation.

When "death enters there is no defense." Then what great responsibility rests upon us—when God announces to each one "Prepare to meet thy God. Be ye also ready."

But I did want to see the grand company of conductors; tell them about old times, railroading when there were no telegraphs, no headlights on locomotives, no bells. The speed of passenger trains was then ten miles an hour, and it took three days to make a trip with freight trains. Then the old Georgia road ran from Augusta to Madison, 105 miles, and by the passenger schedule at night it took eleven hours to make the trip.

The Lord bless our Engineers', Conductors', Firemen's and Trainmen's Brotherhoods.

Thomson, Ga.

J. H. Stockton.

Editor Railway Conductor:

Please allow me to congratulate you upon your success in furnishing illustrations so accurate and complete of the Atlanta exposition in last issue of THE CONDUCTOR. I am pleased to note the growing interest the Brothers are taking in THE CONDUCTOR—in fact, they seem to have awakened to a realization that has either laid dormant or come to them through the course of events, that THE CONDUCTOR is a valuable and interesting companion and furnishes a great deal of useful information that cannot be gained through other sources.

No. 89 has one or two candidates for initiation every month, and the Brothers are developing the old-time interest in their attendance. They have thrown off that lethargy that comes with a lack of concern, and are demonstrating their usefulness as members by coming to the Division regularly and participating in the affairs necessary to make their influence felt.

The members of 89 located on the Knoxville branch, are contemplating giving a picnic in their beautiful park, at Lebanon Junction, at an early date, under the auspices of the O. R. C. These picnics have always been popular and well patronized, as nothing is spared to add to the comforts and enjoyment of those attending. And if you, Mr. Editor, will favor us with your presence, we will endeavor to show what is meant by Kentucky hospitality.

The weather is very warm, and some of the boys are taking advantage of some of the resorts, for instance, Brother Joe Robinson and family are at Ashbury, N. J.; Brother Peter Renaker and wife are at Rock Castle Springs; Brother Joe Harrison is taking advantage of the heights of Wild Cat Mountain and the beauties of Cumberland Gap; Brothers John Gault and Isaac Wright are luxuriating among the beautiful hills near Glasgow.

The Division hall was a scene of pleasantries last Sunday, when about 100 members were present, and when the Chief Conductor asked of the Secretary and Treasurer if there was anything to offer for the good of the Order, Brother John Riley arose and said he had a charge against Brother C. S. Dodson, Secretary and Treasurer of No. 89, and made motion that he vacate the Secretary's chair, which he did, when a Brother advanced, and in well chosen words, preferred the charge by thanking him for his services as Secretary and Treasurer and his untiring efforts to secure transportation for the delegates to and from Atlanta, and presented a token of appreciation in a most beautifully designed Maltese charm with the embellishments of all the orders he is a member of. Brother Dodson was very much overcome by the surprise, and temporarily succumbed to emotion, but regained his composure sufficiently to thank his admirers for such a demonstration of approbation.

Louisville, Kentucky.

"MACK."

The graceful speeches of presentation and acceptance which were made in the incident referred to by "Mack" have been handed us, and we reproduce them. In presenting the charm, Brother McAtee said:

"It is my peculiar pleasure this morning to speak for Division 89, O. R. C., and convey to you, as well as possible for me to do, the appreciation entertained by the members for you, and to thank you for the valuable service rendered as Secretary and Treasurer. There are no events connected with our careers that afford the same gratification as when we pay homage to our friends.

"It has been customary, since the days when civilization was young, for man to attempt to express by gift his approval, or gratitude and affection. These gifts have never been made for the sake of the thing given, but as an expression, as an exemplification of the spirit of those who donate them. I find your friends have not departed from this time-honored custom, for they have here a most magnificently designed emblem of their esteem for you, which I ask you to accept. Upon one side of this lovely charm you will find the square and compass of the Masonic order, also the three links of the Odd Fellows' fraternity. Of these you are a worthy member. On the opposite side are the simple letters, O. R. C. When you examine this, you will find the ruby of beauty; the opal of hope; the emerald of success; the garnet of fidelity; the bloodstone of courage, and, last, but not least, the diamond of innocence. All of these virtues we recognize in you, and we wish you the success of which the emerald is

the emblem. It is not the intrinsic worth of this little gift that should give it value. Neither should the beauty of its design portray all its elegance. The spirit that characterized the motive that prompted No. 89 to this demonstration can alone determine the estimate you should place upon it. While it is true, you are not now actively engaged in the vocation of your earlier life, having retired to engage in other pursuits and enjoy a well-earned competency, you have shown no lack of zeal in your work, no want of interest in your membership and obligations. Ever ready to lend your time and means to promote and advance this noble cause, your fidelity, courage and loyalty have proven a beacon light for many a forlorn and desperate Brother. Your good advice to less determined men has borne fruit. Your exalted character, governed by a sense of justice, always stern and positive, yet tender and polite; unswerving to duty, impulsive—brave, honest and capable; generous to a fault, true to your friends, are requisites, blended together, that have endeared you to their hearts, and I voice the united sentiment of all present, as I consign this memento of respect to your keeping, in saying that it carries the combined esteem and confidence of the Order of Railway Conductors, who are your friends, and who wish you well."

Brother Dodson, as soon as he was able to speak, said:

"Members of Monon Division No. 89, and Brothers, I am surprised, most agreeably surprised, at this manifestation of your friendship and confidence, and I assure you, words can but feebly express what I feel at this moment, the proudest and happiest of my life. This beautiful little present, embellished with the emblems representing the three orders to which I belong, is a treasure which I shall cherish above all things earthly. Coming, as it does, from the members of the O. R. C., the order I entertain the strongest love for, and of which I am most proud, of them all, tends to make my appreciation of such a nature as will only admit of my thanking you and acknowledging myself the happiest of men. With all my heart, I thank you."

Editor Railway Conductor:

Dauphin Division met last Sunday afternoon, July 21st, with a fine showing of names on the register. There seems to be a growing interest in the Division, which is very encouraging, I am sure, and I do hope it will continue to grow, both in membership and interest. Our venerable Secretary, Brother Wood, met with an accident which necessitated the amputation to the second joint of the first finger of the right hand, almost

totally disabling him for duty as Secretary, for a while; but some of the good Brothers do the writing for him while he sits by dictating and seeing that business is properly done. He is getting along finely and we all hope for his speedy recovery. Brother W. B. Gibbons also met with an accident while coupling, getting his hand between deadwoods, which caused a very severe contusion of that member; fortunately, no bones were broken, but the thumb joint was dislocated, causing the most trouble. Brother G. is also getting along as well as can be expected.

The members of Dauphin Division are looking forward to August 10 with much pleasure, in consequence of the expectation of our G. C. C. being with us on that date.

There is a project on foot, at this early date, to get up an excursion to Los Angeles in 1897, going by the way of the southern and returning by the way of the northern route. It is starting soon, but the sooner the better, and, according to the way it was represented to us, it will be the best method for making the trip across the continent.

We had our union picnic, and the weather was all that could be desired, but I am sorry to say that, owing to the fact that eleven picnics went out of our city on that particular day, and one of them a county reunion, our picnic was next thing to a failure, which failure we thank union men for to a very great extent. One of the members of the union picnic committee, a member of the B. of L. E. and of the B. of L. F., and an engineer on the Philadelphia division of the P. R. R., was hauling the fast beef train, running at a high rate of speed, ran into an open switch, his engine falling over a ten foot embankment, pinning him under the fire-box, causing instant death. His death will be mourned by all railway organizations of this city, as they will keenly feel the loss of a true friend to the cause and a hard worker for the general welfare of the railway orders.

Harrisburg, Pa.

Mox.

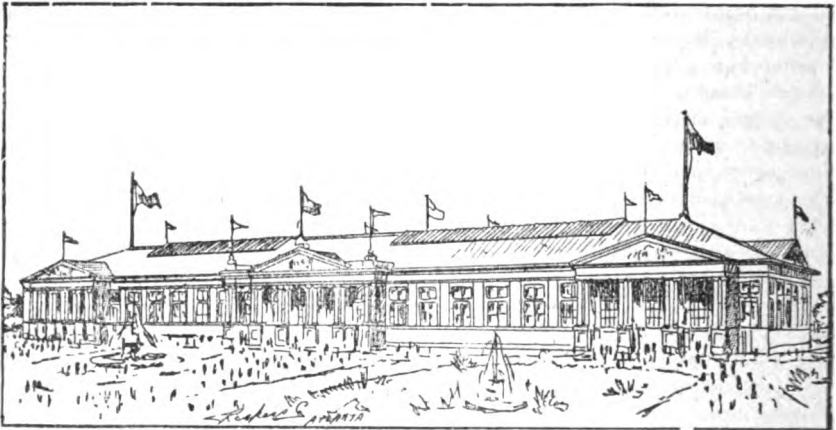
Editor Railway Conductor:

I having had the pleasure of attending the last regular meeting of 103, and being called upon for an excuse for seeming neglect of duty as Division correspondent, I could only promise to do better in the future.

I found Division 103 in its usual flourishing condition. There is one thing lacking, however, and that is, there should be a much better attendance. I am sure there were a number of Brothers in the city who could have been there. Weather too warm, I suppose. "Forgot" is another excuse. I can assure those who were not there that they missed a very interesting meeting.

There seems to be a "don't-care-about-Order" sort of feeling existing among certain conductors, who have said that there were no benefits to be derived from the Order—"cheap insurance, of course, and a good thing, maybe, when you are out of a 'job'," but "I don't need it"—especially among passenger conductors, who seem to think they have a life-time lease on their positions. Some of them have not been to a meeting of their Division for a year, who have runs which bring them home every Sunday. How quickly they square up with the Secretary when they lose their nice fat runs, and how prompt they are to bring in their "grievances" when they are notified by the officials that "their services are no longer required." Sometimes I think it is a good thing for some of them to take a "tumble," as it teaches them that they do need the Order, and need it

funeral of a Brother. This is not always the case, but it has frequently occurred. There are, perhaps, three or four members of Division 103 who can be depended upon to attend the funeral of a Brother, or a member of his family. No man can foretell the coming of the grim Angel of Death. Who can answer the question, "Who'll be the next?" and yet, where will you find men who give this matter less thought than the railroad men? Brethren, this is a question which every one of us should think over. I am glad to say that every one present promised to do all he could to attend the funeral of a Brother, or a member of his family. How many of us realize the certainty of death? Has the Dark Angel ever entered your portals and claimed one of your dear ones? Did any kind-hearted Brother ever take you by the hand and show by his actions and tender words



MACHINERY BUILDING—ATLANTA EXPOSITION.

bad. It is pretty tough, I will admit, to lose a good run, and have to skirmish around for anything, from polishing wheels to shoveling in the streets, but, my friend, there are many good, loyal Brothers today, who have had good runs, who are braking somewhere, or doing anything to support their families. A few trips on the "hog-train" takes the "kinks" out of them. To fully appreciate the benefits of the Order of Railway Conductors, one must experience a few of the trials and hardships which have befallen a few of us within the past two years. I join the Brother of 107, who said, "God bless the Order," and while he particularly desired blessings upon his home Division, No. 107, my thoughts and prayers are particularly for No. 103.

Under the head of "Good of the Order" a subject was brought up for discussion which should be brought up everywhere. It is a lamentable fact that it is a difficult matter to get enough conductors together to act as pall-bearers at the

his friendship and sorrow for you in your bereavement? When you leave your family in the morning, to take your run, you have no assurance that you will ever return. Who could extend a more heartfelt sympathy to your sorrowing family than the Brother conductor with whom you have so long been associated? If you had your wish, would it not be that your remains be taken to their last resting place by your Brothers? I, for one, hope that when "called" to make my last long "run," I will be followed by the members of the Order which has done so much in the past. I know not how funerals are conducted in other places, nor how they are attended by members of the Order. I would like to hear from others on the subject. There was a switchman killed in Indianapolis not long ago, and there were about forty members of the B. R. T. from Cincinnati of which Order he was a member—who attended his funeral. There, my brethren, was a display of brotherly love. Can we, as conductors, allow it to be said, that we do not bury our dead?

Danville, Ill.

W. E. H.



"A delightful outdoor number" will be the reader's verdict on the August *Midland Monthly* (Des Moines). Its many illustrations take one out into the fields and on the hills and over Arctic seas. The Dells of the Wisconsin, the Mackenzie River, "Starting a City in Ranchland" (prize paper), Vergennes, Vt., the Battle of Mobile Bay, a historic castle in Rhenish Prussia, hunting and fishing in Sonoma, a racy sketch of campers' adventures in northern wilds, stories, poems, queries answered, these—with a full page "Type of Midland Beauty," are the chief attractions of the August *Midland*.

The first of Anthony Hope's new series of Zenda stories in *McClure's Magazine* for August, reciting a heroic love passage between the beautiful Princess Osra and brave Stephen the Smith, is most charming. The new Jungle story by Kipling is also notable. Only one or two of the previous Jungle stories approach it in strength and ingenuity. In the same number are a story by Stanley J. Weyman, wherein good, hearty justice finally overtakes an oppressive tax-gatherer; and a California story by Bret Harte. Miss Tarbell supplies a very interesting account of Bishop John H. Vincent and his work in founding and developing the Chautauqua Assembly, and also of the wonderful growth and usefulness of that institution. Numerous portraits and other pictures accompany the paper.

China's fleet is now a thing of the past, and many gallant men have perished with it, striving vainly to save their country's credit with fate against them, and handicapped by corruption, treachery, and incompetence on shore. Chief among those who have died for their country is Admiral Ting Ju Chang, a gallant soldier and true gentleman. Betrayed by his countrymen, fighting against odds, almost his last official act was to stipulate for the lives of his officers and men. His own he scorned to save, well knowing that his ungrateful country would prove less merciful than his honorable foe. Bitter, indeed, must have been the reflections of the old wounded hero, in that midnight hour, as he drank the

poisoned cup that was to give him rest.—["The Battle of the Yalu," by Commander McGiffin of the "Chen Yuen," in the August *Century*.

In the war of 1812, the little American navy, including only a dozen frigates and sloops of war, won against the English, till then the undoubted masters of the sea, a series of victories that attracted an attention altogether out of proportion to the force of the combatants or the actual damage done. For one hundred and fifty years the English ships of war had failed to find fit rivals in those of any other European power, although they had been matched against each in turn; and when the unknown navy of the new nation, growing up across the Atlantic, did what no European navy had ever been able to do, not only the English and Americans, but the people of Continental Europe as well, regarded the feat as important out of all proportion to the material elements of the case. The Americans first proved that the English could be beaten at their own game on the sea.—Theodore Roosevelt, in August *St. Nicholas*.

An interesting paper dealing with the progress of the idea of "An Arbitration Treaty between Great Britain and the United States" appears in the August *Arena* from the pen of Prof. George H. Emmott of Johns Hopkins University. Prof. Emmott, who came to Johns Hopkins from Oxford, writes upon the English sentiment in the matter, and says that the great body of the English people are ready to heartily co-operate in any possible scheme which may be proposed by the government of the United States for the practical solution of all matters of judicial decision not involving the existence of the national life. If the United States will only take this initiative, as she can well afford to do with her peculiar position among the powers, it looks as though there will be no farther danger of great wars among the English speaking people, and this would do much to insure the peace of the world and the expansion of commerce, science and civilization.

Men do not object in the least to their wives, or sisters, or daughters, wearing "gym" suits for athletics, divided skirts or Turkish trousers for

bicycling, or even for business, so long as the touch of femininity, of modesty, is never lost in the making of such costumes. The man does not concern himself with details about such garments, but he looks for that roundness, as opposed to angularity; that grace, be it of a fluffy wing, or a ruffle, or gather; that little adornment, a touch of color, ribbon, flowing outline, that shall proclaim at once the sweetness and preciousness of womanhood. Men naturally wish to pay, and do pay, the greatest deference to womanhood, even in the crowded business life of New York City, but they demand in return that women shall dress so as to suggest unmistakable womanliness.—C. H. Crandall in *North American Review*.

"We rode pneumatic safeties of the best make, but they were unprovided with brakes. The result was that, when the grade became, as it did at times, steep, our wheels attained an absolutely uncontrollable momentum. At such times, the only thing we could do was to steer for the first heap of sand or clump of huckleberry bushes that hove in sight, and sail into it with our eyes shut tight and head down.

"Thus we proceeded on our extraordinary way, and I doubt not that the Old Man in the mountains grinned sardonically as he took note of the Professor's apparel, which, after every charge, became more and more 'promiscuous,' until it dwindled into shreds. When within a mile of our destination our wheels again began to get beyond our control, but we were so near the foot that we decided not to try to stop them. So, down we flew, at a fearful rate, when at the end of a long curve we saw ahead in the dim light two four-horse mountain wagons passing each other and taking up the entire road. Neither of us said a word, but we slid off our wheels, and were hurled through the bushes down the twenty-foot gravel embankment, and through the trees down the steep mountain slope. Meanwhile the bicycles were running riot. The Professor's went over the embankment and flew along with increasing momentum, until, with a hop, skip and a jump, and a farewell somersault, it disappeared over the ledge, and we saw it no more. The Professor himself was badly stunned, but we brought him to, going down in the wagon, and beyond a couple of tender ankles, a lame shoulder, and various cuts and bruises, he arrived at the base in, as he expressed it, 'pretty fair form.'"—*Outing for August*.

Not since "The Anglomaniacs" has there been so clever a society satire as Henry Fuller's "Pilgrim Sons," which is published in the August

Cosmopolitan. A new sport, more thrilling than any known to Nimrod, more dangerous than was ever experienced by even a Buffalo Bill, is exploited in the same issue in an article on "Photographing Big Game in the Rocky Mountains," before shooting. The idea that ten cents for *The Cosmopolitan* means inferiority, from a literary point of view, is dispelled by the appearance in this number of such writers as Sir Lewis Morris, Sir Edwin Arnold, Edgar Fawcett, Tabb, W. Clark Russell, Lang, Sarcey, Zangwill, Agnes Replier, etc. Nor can we entertain the idea of inferiority in illustration with such names as Hamilton Gibson, Denman, Van Schaick, Lix, Sandham, etc., figuring as the chief artists of a single month's issue.

No question of internal administration is so important to the United States as the question of Civil Service Reform, because the spoils system, which can only be supplanted through the agencies which have found expression in the act creating the Civil Service Commission, has been for seventy years the most potent of all the forces tending to bring about the degradation of our politics. No republic can permanently endure when its politics are corrupt and base; and the spoils system, the application in political life of the degrading doctrine that to the victor belong the spoils, produces corruption and degradation. The man who is in politics for the offices might just as well be in politics for the money he can get for his vote, so far as the general good is concerned.

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The opposition to the reform is generally well led by skilled parliamentarians, and they fight with the vindictiveness natural to men who see a chance of striking at the institution which has baffled their ferocious greed. As a rule, the rank and file are composed of politicians who could not rise in public life because of their attitude on any public question, and who derive most of their power from the skill with which they manipulate the patronage of their districts. These men have a gift at office-mongering, just as other men have a peculiar knack in picking pockets; and they are joined by all the honest dull men, who vote wrong out of pure ignorance, and by a very few sincere and intelligent, but wholly misguided, people. Many of the spoils leaders are both efficient and fearless, and able to strike hard blows. In consequence, the leaders on the side of decency must themselves be men of ability and force, or the cause will suffer. For our good fortune, we have never yet lacked such leaders—"Six Years of Civil Service Reform," by Theodore Roosevelt, in *Scribners' Magazine*.

Brother Chas. Alexander, of Division 174, will confer a favor by corresponding at once with his Secretary.

W. F. Lewis, 2849 Russell avenue, St. Louis, Mo., wishes news of Joseph R. Gayle; last heard of in Taylor, Texas.

Anyone knowing the present address of Brother R. W. Joyce will do him a kindness by sending it to Brother C. Heck, at Bluefield, W. Va.

The Secretary of Division 165 is anxious to hear from Brother W. J. Mahoney, having business of importance to transact with him.

Brother J. H. Penfield has resigned his position as Secretary and Treasurer for Division No. 1. At a recent meeting his resignation was accepted and Brother C. H. Warren was chosen to fill the unexpired term.

Any reader of this paper desiring information about the resources of Georgia, the Empire State of the south, by sending his name and address on a postal card to Hon. R. T. Nesbit, commissioner of Agriculture, Atlanta, Ga., will receive free a handsomely illustrated pamphlet, postage paid.

On the 14th ult. Bro. A. B. Garretson, G. S. C., instituted a new Division at Green Bay, Wis., under the title of Fox River Division, No. 373. The new organization starts off with an excellent membership, composed of active and zealous workers, and bids fair to soon take place among the most prosperous in the Order.

A union meeting of all organized labor in railway train service for North and South Carolina will be held in the city of Columbia, South Carolina, on Sunday, Aug 18th, 1895. All are invited and a good meeting is promised. Good speakers

will be present and arrangements will be made at hotels for all. Brother T. P. Ross, of Division 221, has charge of arrangements.

A monster union meeting of the railway employees of the state of Texas has been arranged, to be held in the city of Fort Worth, on August 15, 16 and 17. Matters of general interest will be considered and provisions for united action in legislative matters will be made. All members are invited and a large attendance is assured. The harmony and enthusiasm with which those in charge are working, insures a harmonious and profitable meeting.

A new Division of the Auxiliary has been instituted at Rock Island, Ill., under the name of Tri City Division, No. 75. It starts off with most brilliant prospects and, under the direction of Mrs. M. F. Archer as President and Mrs. J. E. Kearney as Secretary, it can hardly fail to win a place among the most successful of the Auxiliary Divisions.

The Grand Officers who have been engaged in exemplifying the new work, have been greeted everywhere by well attended and enthusiastic meetings, as is shown by their reports, and by the many notices given by the local papers. General satisfaction with, and approval of the new work, is expressed in every quarter.

For the benefit of all concerned, I wish you would advertise Miles W. Phelan and Sam Scammarne as being dangerous people to extend courtesies to. They were from everywhere except Thomasville, and now they are from here. They boasted openly, while here, of the favors they had received from railroad men in all portions of the country, and proved themselves in every way to be traitors to the men who had gone out of their way to benefit them. They left here owing a

board bill, and their landlady would be glad to learn their whereabouts. They are railroad men, but, in my opinion, are members of no organization, and the Brothers will do well to be on the watch for them. S. R. JOHNSON, Div. 284.

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I wish to call the attention of all the Brothers to one J. H. Young, formerly a member of Division 227, but suspended more than a year ago for non-payment of assessments. He still wears the emblem of the Order and carries personal cards with Division 227 printed thereon. He claims to be a member in good standing, but is not and should be treated accordingly. At present he is employed on the B. & M. R. R., at Lincoln. A word to the wise is sufficient.

O. STEELE, Div. 227.

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Brother T. B. Watson, of Division 58, is the author of a complete and highly interesting history of the trip to and from Atlanta, taken by those who attended the Grand Division sessions recently held in that city. Some idea of the scope of the work may be obtained from the title page, which reads as follows: "Conductors march through Tennessee, Alabama, Georgia, South Carolina and Florida, holding their Twenty-fifth Grand Convention at Atlanta, Ga.; the battlefields they traversed, the beauties of the route they took, what skirmishes they participated in, especially in foraging for eatables." The book is designed to collect and preserve a full account of all those interesting features of the trip which contributed so much toward making it one of the most enjoyable in the history of the Order and it will be found entertaining reading, not only by those who participated, but by those who were compelled to forego these pleasures. The price is only 50 cents, and copies can now be obtained by addressing T. B. Watson, Cedar Rapids, Iowa.

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The eighth International Conference of the Railroad Department of the Y. M. C. A. will be held at Clifton Forge, Va., on the 13th, 14th and 15th of next September. A hearty invitation is extended to members of railroad associations of North America, railroad men from unorganized points, interested railroad officials, state secretaries, and general secretaries from cities where railroad work is either organized or contemplated, to come together at this time for conference and the discussion of topics relating to the development and extension of this work among railroad men. The Clifton Forge Association has offered to entertain this confer-

ence, but owing to limited facilities they can only agree to provide free entertainment for five representatives from each railroad association, and for railroad men coming from unorganized points. For the benefit of others, a special rate of one dollar per day has been secured at Gladys Inn, a hotel managed by the railroad company, and at Hotel Clifton. Applications for entertainment and hotel accommodations should be made to Geo. H. Winslow, General Secretary, Clifton Forge, Va., not later than September 6. The opening session will be held Friday morning, at 9:30, and the farewell service Sunday evening. Friday evening will be railroad official evening, when addresses will be delivered by representatives of several corporations, including M. E. Ingalls, president: C. & O., and John J. McCook, receiver A. T. & S. F. On Monday, following the conference, the railroad company proposes to give the delegates a free excursion over the most interesting part of the C. & O. On this trip an opportunity will be afforded to inspect the railroad association buildings at Hinton and Handley. Plan to reach Clifton Forge Friday morning and remain over until after this excursion. Railroad men should secure transportation over their own lines, and arrangements have been made for securing, through the international committee, transportation from connecting lines. For further information, apply to any railroad secretary or to the international committee, Railroad Department, 40 E. 23d St. New York City.

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Altogether the situation (European) is full of elements of danger which may at any moment draw to a head with results disastrous to a general peace. It is one of the aggravations of the situation that the foreign policy of Austria-Hungary is no longer in the experienced hands of Count Tarnoky, whose devotion to peace has been counted upon for many years as one of the constant factors which told for tranquility. Under these circumstances it is not surprising that there are many Englishmen whose one fear at first about the parliamentary elections was lest they might result in the return of a majority too small to render a firm and dignified foreign policy possible. Now that the Czar has gone, it is the prime minister of England, more than anyone else, who can hold the balance even, and keep the peace of the world, and a prime minister who has no considerable majority behind him in the house of commons is not in a position to maintain more than his own equilibrium. It happens, though, that Lord Salisbury has an ample margin.—*Review of Reviews.*

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Aug. 1, 1895; Expires Sept. 30, 1895.

Assessment No. 299 is for disability of H. P. Emmons; loss of hand, July 18, 1895.

BENEFITS PAID FROM JUNE 21 TO JULY 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T.
865	C. E. Cutting	Accident	235	1154	A	Death	\$1,000
866	E. A. Soper	Loss of hand	124	275	C	Dis.	3,000
867	W. S. Cunningham	Blood poisoning	44	2403	C	Death	3,000
868	B. H. Elliott	Typhoid fever	224	1031	A	Death	1,000
869	C. A. Shields	Accident	100	2291	A	Death	1,000
870	John Campbell	Accident	91	4413	A	Death	1,000
871	T. M. Rhoads	Loss of left leg	182	4707	A	Dis.	1,000
872	C. E. Waterman	Paralysis	145	390	B	Death	2,000
873	Edw. Linck	Run over by train	135	492	B	Death	2,000
874	P. F. Clark	Bright's disease	28	3919	C	Death	3,000
875	W. J. Harrick	Pulmonary consumption		889	C	Death	3,000
876	J. P. Judd	Apoplexy	9	3180	C	Death	3,000
877	Frank Cross	Accident	26	3633	A	Death	1,000
878	J. J. F. Enos	Ulc. of b'w and f'st	141	971	B	Death	2,000
879	G. W. Compton	Shot	175	2532	A	Death	1,000
880	J. J. Rouch	Consumption	101	2754	A	Death	1,000
881	J. D. Petrie	Accident	2	4451	A	Death	1,000
882	C. H. Sweetman	Inflammation of bowels	43	292	D	Death	4,000
883	A. L. Loveland	Chronic emp.	316	2505	A	Death	1,000
884	J. A. Hollister	Loss of arm	127	4574	C	Dis.	3,000
885	A. McBride	Accident	38	131	B	Death	2,000
886	Jas. Collins	Phthisis		3738	C	Death	3,000
887	J. C. Weeks	Pneumonia	11	3687	C	Death	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,100; Series B, 2,885; Series C, 4,520; Series D, 370; Series E, 70. Amount of assessment No. 299, \$26,235; total number of members, 12,945.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to June 30, 1895.....	\$2,001,963 40
Received on Expense Assessments to June 30, 1895.....	41,728 30
Received on Applications, etc., to June 30, 1895.....	30,581 76
	<hr/>
	\$2,074,273 46
Total amount of benefits paid to June 30, 1895.....	\$1,974,867 00
Total amount of expenses paid to June 30, 1895.....	69,589 98
Insurance cash on hand June 30, 1895.....	29,816 48
	<hr/>
	\$2,074,273 46

EXPENSES PAID DURING JUNE.

Fees returned, \$3; Stationery and Printing, \$34.29; Salaries, \$385; Mail List, \$12.50; Postage, \$265.94; Exp. Ins. Com., \$73.75; Total, \$774.48.

Received on Assessment No. 295 to July 20,.....	\$25,184 50
Received on Assessment No. 296 to July 20,.....	13,110 50
Received on Assessment No. 297 to July 20,.....	12,894 00
Received on Assessment No. 298 to July 20,.....	3,264 00

M. CLANCY, Secretary.



Dunlap.

At a recent regular meeting of Rock Island Division, No. 106, resolutions were adopted expressing the sorrow of the members at the death of General Superintendent C. Dunlap, of the C., R. I. & P. R. R., their sense of the loss that had come to them in the taking away of a kind and considerate friend as well as a faithful and efficient officer, and their deep and abiding sympathy with the daughter of the deceased.

Eckels.

Brother Wm. R. Eckels, of Division 3, and wife, are mourning the death of their infant daughter, Zelia, who died at their home in Murphysboro, Ill., on the morning of the 16th ult. The sympathy of all will be extended them in their great grief.

Butler.

Martha, wife of John Butler, died at their home in Albuquerque, N. M., on the 22d of last June, after an illness lasting two months. Three daughters and two sons are left to mourn her loss; Anna B., wife of Brother Geo. W. Payne, of Division 126; Laura, wife of Brother Adam Hewitson, of Division 368; Ella May, Howard and Charlie. The funeral was held from the home in Albuquerque and was attended by a large concourse of sorrowing friends and by the L. A. to B. of L. E., of which deceased had been an honored member.

Armes.

The ranks of Division 349 have been broken by the death of Brother C. B. Armes, who was called away very suddenly on the evening of the 31st ult. Deceased was the organizer of the Division, had served it in the capacity of Chief Conductor, and was in every way its true and loyal friend. At a subsequent meeting resolutions were adopted expressing the sense of personal loss felt by every member, and extending their condolences to the bereaved ones upon whom the burden of this great grief must rest most heavily.

Keneipp.

The home of Brother Frank Keneipp, of Anchor Line Division, 217, has been desolated by the death of his beloved wife, the loving mother of his child. Mrs. Keneipp was the victim of consumption and, although every-

thing possible was done to avert the blow, the insidious disease had marked her for its own and, after a heroic struggle of a year, with alternate hope and fear, she yielded to the inevitable. Her death brought sorrow to many outside the immediate circle of relatives. The sincere sympathy of all will go out to the bereaved husband in his hour of supreme affliction.

Davis.

On July 24, 1895, Brother A. R. Davis died at his home in Ravenna, Ohio. Brother Davis was a charter member of Hollingsworth Division, No. 100, O. R. C., and although not in railroad service for a number of years, had always retained his membership. His health had been poor for a long time, but his death was very unexpected, he having been up street only a few hours before being stricken down. Deceased was forty-four years of age and leaves a wife, son and daughter, a mother and several brothers to mourn his loss. In the loss of Brother Davis is again demonstrated to Division 100 the brevity and uncertainty of life.

Pearson.

Mrs. Elizabeth Pearson died at the home of her son-in-law, Brother George Martin, of Division 58, in Cedar Rapids, Iowa, on the afternoon of the 8th inst., aged 67 years. Deceased had long been a sufferer from rheumatism of the heart and was completely helpless for the five months prior to her death. The sorrow of the surviving relatives was rendered the more acute by the fact that a daughter, Mrs. Elizabeth McCloskey, had been buried but a few days before, leaving Mrs. Martin the only member of the immediate family living. The funeral was held on the 10th inst., and was largely attended by sorrowing friends and by the Sisters of Columbia Division, No. 37, L. A. to O. R. C., of which Mrs. Martin is an honored member.

Forsha.

Died, Monday, June 24, at 9:15 a. m., Gladys Marie, only daughter of Brother A. G. Forsha, age 9 months, 26 days. The funeral was held Wednesday morning at 9:45, from the family residence, 427 S. Perry street, with service at Emanuel church at 10 o'clock and burial in Calvary cemetery, Dayton, Ohio.

THE RAILWAY CONDUCTOR.

VOL. XII.

CEDAR RAPIDS, IOWA, SEPTEMBER, 1895.

NO. 9.



CONTRIBUTED.

MONEY OF ACCOUNT.

BY W. P. BORLAND.

I am much pleased to note the views expressed by Mr. Shriver on the subject of redemption money; they are so nearly in line with my own that there is practically no ground for controversy between us on that phase of the money question. The redemption idea is certainly a fallacy and a humbug, but, from my point of view, there is this to say about it: As long as men will insist on being humbugged by an arrangement of that kind, it is of the highest importance to the stability of business that the consequences of the humbug should be permitted to manifest themselves as little as possible. Consequently the base of redemption must be large enough, if possible, to inspire confidence in the ability to redeem, or, to state the converse, the volume of representative money must be kept to a certain definite and fixed relation with the base, whether such volume may chance to be the one which is required to meet the necessities of business or not. I am aware that this is rather an ideal conception, but it is certainly the only logical position for the redemptionist, and it is the ground I stand on when I declare that, under the present system, for every dollar of decrease in the volume of basic money twenty dollars of business must stop. I am very free to confess that, did I attach the slightest importance to the redemption theory, I should most certainly be an earnest advocate of free silver; indeed, I do not see how it is logically possible for business men who accept the prevalent theory of money to oppose free silver. The mental processes of such persons must be sadly out of joint,

or, what is more probable, they do not understand the theory which they assume to defend, or, what is much more to the point, they have no really clear ideas as to the nature and functions of money.

There are two forms of specie basis money which limit the issue of paper by the amount of specie. The Venetian system issued paper for coin, as we sell postage stamps, but did not engage to return the coin for the paper on demand. It relied on the fact that all things must be worth, generally, at least what they cost, and that, therefore, the thing which costs coin must always be worth coin.

The other is the British system, which we have adopted, of loaning paper promises as money, thus drawing interest on a debt,—a fraud on the face of it—and then promising to give coin for the paper on demand. One is a promise to sell paper for coin, which is always possible with any government, and to any extent that will ever be demanded by anyone. The other is a promise to buy or redeem paper with coin, on demand, which is never possible beyond the amount of coin available for the purpose, always much less than the paper issued, and, therefore, it is always impossible to keep such promises. The Venetian is the best, and the British is the worst specie basis system possible. The Bank of Venice was in successful operation for centuries without a panic, while the British system breeds a severe panic every twenty years, on an average, and creates an alternate rush and depression of busi-

ness wherever it is adopted. But when the nature of a money of account is understood fully, it can be clearly perceived that there is not the slightest necessity for retaining metal money in any form. It can be seen that the conferring of the money function on any valuable commodity whatever is merely a useless sacrifice of labor. I am inclined to believe that if Mr. Shriver will somewhat more fully consider the functions of money of account he shall be able to clearly perceive the fallacy underlying his assertion: "We must still retain some sort of a standard by which to measure values," by which meaning, of course, that the unit of account must be embodied in a fixed quantity of some substance having commodity value, for the purpose, and with the object of constituting such fixed quantity a universal measure by which the magnitude of all other commodity values whatsoever is to be determined. It is strange, strange!—the tenacity with which otherwise intelligent persons cling to that "standard" delusion, notwithstanding the frequent demonstration of its delusiveness. The "standard" measure of value is as wholly impossible as is the impossibility of "redeeming" every paper dollar with a coin dollar, on demand. Value is wholly incommensurable, and a standard measure of value is one of those impossible conceptions, frequently sought to be realized but never to be so. The search for a standard is on a par with the perpetual motion lunacy, with the difference that, having to do with an arrangement which closely affects the social adjustments of mankind, it is fraught with much more pernicious consequences to the general welfare.

Value is an idea, not a necessary attribute of a thing. It is not possible to establish a standard for the mensuration of an idea. The process by which value is arrived at is purely a mental one—yardsticks or pound weights cannot aid one any in determining it,—and the conception itself is a mere figment of the imagination. It is constantly subject to modification and revision, through external circumstances or forces acting, not on the thing valued, but on the mind of its valuer; and hence it may be this today and either that or the other tomorrow—but the weight and dimension of a thing always remains constant. (You cannot change the weight and dimension of a thing without changing the thing itself, but the value of a thing may change almost indefinitely without any alteration whatever in the thing; all that is necessary is to place it in different relations with other things.) Value refers wholly to relations existing between things, and not to the things themselves. There can be no such thing as a standard embodied in a substance which is capable of measuring

an idea, a purely incorporeal conception referring merely to relations, and not to things.

Now, what have I stated? Not a single idea that is in the least new! I have simply repeated facts which have been perceived, more or less clearly, and stated over and over again by every economist and metaphysician who has ever undertaken an investigation of value.

It is universally admitted, it is a fact which no person attempts to deny, that a standard measure of value is an impossibility. "But," say these wise economists, who know so many things that 'ain't true, "although it is impossible to have a standard measure of value, it is necessary to approximate to it as closely as possible."

Now, I confess that I have mighty little respect for the intelligence and reasoning power of those persons who teach us to arrive at truth through a process of approximation to an impossibility. Truth is always possible; error alone is impossible. And we are told that we can only arrive at the possible (truth) by approximating as closely as we can to the impossible (error)! To the lowest depths of hell with such logic! I'll have none of it. There are those who have gone clean daft in their search for this impossible measure, and who ought to be placed under surveillance as mental incompetents, who deduce the possibility of a measure of value from the manifest possibility of measures of weight and dimension. They make the mistake of comparing things which are incomparable. They reason like a man who should say "If a bushel of wheat weighs sixty pounds, then a brick house will cost a thousand dollars." A brick is always heavy, and it always has dimension; but it does not always possess value. When you have weighed and measured your brick, and set down the result, you have but used your measures for the purpose of enabling you to give intelligible expression to facts which exist as necessary and inseparable attributes of the brick itself. Whether you had weighed it or not it would still have been heavy. Whether you had measured it or not it would still have had dimension. Whether you had weighed it or not it would still have been just so heavy. Whether you had applied your measure of dimension or not it would still have been just so long and so thick. Your measures merely enable you to express facts already existing as necessary attributes of the brick, and facts which always remain, no matter what relation to other things your brick may be placed in. But value! Dissociate your brick from all other things and see if you can conceive of its having value! Whether it shall be valued or not depends, in the first instance, on whether or not it be a useful brick; and, conceding its usefulness,

the magnitude of its value depends wholly on the relations in which it is placed with other things. It may be said that, at any rate, it is always worth the labor it cost. Even that is not true. It is no more possible to make labor a measure of value than it is to make pork, or corn, or wheat, or silver, or gold, a measure. Weight and dimension are necessary attributes of things, and our measures merely enable us to give an expression of those attributes. Value is merely an expression of the relations existing between things; it varies constantly in conformity with the changes in such relations; it may, and must, disappear entirely when certain relations between things—not necessary to call to mind—are brought about; and it necessarily follows that a standard measure of value is a wild impossibility.

Now, I am not at all satisfied with the reasons which Mr. Shriver gives for his acceptance of gold as the best obtainable approximation to this impossibility, or, rather, I should say that I am somewhat disappointed to discover that he has no reasons.

"But when we find," says he, "that, entirely independent of coinage laws, twenty-five grains of gold will command the product of just about the same amount of labor as it did a generation or a half century ago, etc." Who has "found" it? By the beard of the prophet! I want to gaze upon the lineaments of the man who is able to "find" anything of the kind! And I would willingly give half of my surplus income—which amounts, on the whole, to about six shillings a year—to be as adept as he in the juggling process by which he found it. Will you kindly demonstrate your proposition, Mr. Shriver? I think I am familiar with your argument, and I have demonstrated its fallacy so often that it is no longer any trouble to me; but I would like to hear it repeated by a man who has progressed so far towards mental competency as to be able to perceive the absurdity of redemption. The purchasing power of gold unaffected by coinage laws! What a fallacy! The people's unit of account has been embodied in 25.8 grains of standard gold; the government fixes an unvarying price for gold by stamping the unit of account freely on all that may be presented at its mints, in the above proportions, and declaring it full tender for debts and dues and the only legal standard of payment;—which it does when it attempts to redeem all other moneys in gold—creates an unlimited demand for it at a fixed price; and then we are told that it remains unvarying in its purchasing power independent of these facts! If it is true that gold will command the same amount of the products of labor now as it did a half a century ago, is it not these very coinage

laws, this unwarranted and pernicious governmental interference with the natural laws of commodity value, which have made it true? You reason in a circle, Mr. Shriver. What right has government to fix the price of gold any more than that of silver, pork, wheat, corn, or any other commodity? Do you, or can you give any reason which a rational intellect could accept, for the implied assumption that silver, being placed in the same position as gold, with gold demonetized, would not exhibit the same phenomena of value which you imagine you perceive in gold? If what you assume to be true of gold is true, with a full knowledge of your government's treatment of gold in your mind, can you assert that it is right for it to be true? Can you assert that the fact is just; that it is one of Mother Nature's beneficent arrangements for the government of the relations of the children of men? But is your fact a fact? Is your truth a truth? Haven't you merely found out something that ain't so?

I remember that economist, Jevons, once demonstrated that the value of gold fell 46 per cent. from 1789 to 1809; then rose 145 per cent. during the next forty years, to 1849; then fell again 20 per cent. to 1869; and he spent a great deal of time and labor—when he ought to have been engaged in enough sight better business—in devising a highly ingenious and complicated multiple standard of value, with the object of overcoming the manifest imperfections of the gold standard. From 1873 to '88, according to such authorities as Dr. Soetbeer, and Profs. Giffen and Palgrave, gold rose in value 33 per cent.; and according to a statement which appeared in the *London Economist*, which, I believe, is considered good financial authority, a short time ago, gold has appreciated something more than 8 per cent. during the past year.

If these demonstrations are correct, and I believe them to be as nearly so as the limitations of the human intellect will permit, they indicate, Mr. Shriver, that you have merely found out something that ain't so,—but you have plenty of company! There's some satisfaction in that. A medium fluctuating as widely as this cannot command an unvarying amount of the products of labor, however it may appear so. That is among the impossibilities. And I will say, by way of digression, that this fact of appreciation in the value of gold is one of the strongest points in the free silver argument. A dollar which appreciates in its purchasing power more than 8 per cent. in a single year is not a good one with which to do business. It is an incentive to mere hoarding. It is a very good excuse for failure to assume the risks of business. Now, Mr. Shriver, I have somewhat elabo-

rated this "standard" idea, and I have no doubt made myself extremely tedious by my repetition of facts which are so thoroughly familiar to you; but I have no excuses to offer for my tediousness—there is a reason for it.

"Standard" and "redemption" are, taken together, nothing more than the obverse and reverse of the same medal. They go together. When one, animated alone by a desire to know the truth, has got so far along in the study of this money question as to be able to perceive the absurdity of redemption, the next step in the evolution of his mind leads him to pitch to the dogs the standard delusion which has so long oppressed him,—I know the process, because I've passed through the mill—and when he has reached that point he is at last in a position to see and examine facts which transpire right under his nose, and which are so familiar that he ordinarily pays no attention to, or which, having noted and examined them, being oppressed by a delusion, he has failed to rightly interpret. I believe it was J. J. Rousseau who said, "it takes a great deal of philosophy to enable us to perceive once what we see every day," and another eminent philosopher has said: "the ordinary truths of life make but little impression on men, unless their attention is especially called to them." These observations are specially applicable to the people's use of their money of account. With reference to this subject, here is an excerpt from the American Cyclopædia which deserves to be quoted:

"The use of a money of account is in no respect a mechanical process by which other articles are compared by weight or bulk with gold or silver; but it is an arithmetical one, by which they are compared with a unit of value which has had its origin in some coin or other commodity which possesses the quality of acceptability for the payment of debts and the purchase of commodities. Hence it is that a money of account, having been long in use, and become a part of the modes of thought of a people, often long survives the existence of the coin or other commodity upon which it was based. The money of account of the bank of Venice, undisturbed for fifty years, had no coins to correspond with it, and the value of all coins was expressed in it. A money of account is a language in which all values or prices may be expressed, and by means of which the relative value of commodities may be stated. It is something which each and every one carries in his mind, as he does his knowledge of words, or of arithmetic, and in so doing he is quite independent of any thought of coinage, or of circulating notes. These are facts which have, in whole or in part, been recognized by various writers differing in almost

all other respects in regard to money, and they have been controverted by but few. But being facts close at hand, familiar and almost self-evidently true, their full significance and far-reaching importance have been overlooked and disregarded by almost all economists. Count Garnier and Stephen Colwell have, of all writers, probably most fully appreciated the importance of a clear understanding of 'money of account.' According to the latter it is the central point from which the whole subject of money must be studied, and without which mode of procedure no true conception of it can be had. The money of account in use by a people is not only the standard by the aid of which the value of commodities may be stated, but it is used to express the value of coins, or circulating notes, and, if these coins or notes be of the same denomination as the money of account, unerringly indicates whether such coins or notes are at par, at a discount, or at a premium. Had men better understood this subject in Great Britain during the suspension of the Bank of England, 1797-1822, there would have been far less discussion than there was as to whether Bank of England notes were then at a discount, or gold was at a premium. The bullion committee had a glimmering of the truth when they 'doubted whether, since the new system of Bank of England payments has been fully established, gold has in truth continued to be our measure of value.' The money of account had in fact adjusted itself to the standard of payment furnished by the bank, and the committee half suspected that such was the case."

I am not much of a financier, but—Oh! why did an inscrutable God burden me with a faculty which is of so little use in this day and age?—I am possessed of the ordinary amount of common sense, and since I have been delivered from the standard hallucination I am able to look a familiar fact in the face without blushing, and I am able to perceive that the people perform all their exchange transactions, do all their business with their money of account; that the value of every commodity whatsoever is expressed in terms of this money of account, without the slightest reference to any thought of a standard, or the nature of the material in which the unit of account may be embodied, whatever; and that the only attribute which need be looked for in an exchange medium is universal receivability for all debts and dues, and its maintenance at a proper volume so as not to unduly disturb the general level of prices. I am able to perceive that if a sufficient number of these units of account, stamped on properly prepared bits of paper, are furnished to the people, the proper market value of all com-

modities will be expressed in them, in other words, the standard of payment will adjust itself accurately so as to express the natural and true market value of commodities. I am able to perceive that money, being simply a medium for the exchange of value, can never transcend its function, that is to say, it can by no possible stretch of the imagination be made to possess value itself, as money:—its purchasing power does not at all depend on its value, but on its quality of receivability, or exchangeability for valuable things. Whatever it may be, of whatever material it may consist, its money quality lies wholly in its exchangeability for commodities, and just to the limits of this exchangeability is it good money or bad money, no matter on what it may be based. Hence I am able to perceive that when a government embodies the unit of account in a fixed quantity of any valuable commodity whatsoever, it is not only burdening the people with a useless load of labor, represented by the sacrifice necessary for the maintenance of the money material at a sufficient volume, but it is also committing a crime against freedom and equal rights, by bestowing special favors upon a particular class of commodity owners to the detriment of all other classes. There is also the evil that the valuable money material offers special inducements for speculation in it; in fact, when a government commits an error of that description it places itself at the mercy of a useless horde of money mongers who make their profit in speculating in the money material, and wax fat on the usurious tribute exacted from the necessities of the people. There is the further evil that the unit of account adjusts itself to the fluctuations in the value of this money commodity, and thus establishes an unnatural and unjust standard of payment. The duty of government with regard to money ends in stamping the unit of account on proper material, in proper denominations, issuing such units in proper volume, and agreeing to receive them back in payment of taxes and all debts due from the people to the government. It is not even necessary to declare such

money unlimited legal tender; the fact that it would be unquestionably received by the government would make it universally receivable. The standard of payment would adjust itself naturally to the natural value relations of the mass of commodities, and express such relations accurately. It is no part of the business of government to go into partnership with any class of commodity owners, by selecting their commodity as the only legal money, establishing a fixed price for such commodity by embodying the unit of account in a fixed quantity of it, and tying all the money in circulation to this false standard. Products are bought only by products; commodities are exchanged at their market value; but when commodities are exchanged for gold there is nothing of naturalness expressed in the value of the gold. How could there be as long as government exerts itself to destroy the natural value of gold? or, rather, to appreciate it, for that is the natural result of the government's action, gold being wholly useless as a money material. If men want gold let them have it at its market price, the same as they are content to take other commodities. If it seems desirable, for the settlement of foreign balances with those nations who desire gold or silver in preference to other commodities, that the government should officially certify to the weight and fineness of the so-called precious metals, all well and good, let it be done. The weight and fineness of the metals might be stamped on bars of suitable sizes, and those who desired them could then buy these commodities at their market price. The people would also thus be saved the enormous and wholly useless expense of coining large masses of metal, of no use whatever here, and which only goes into the melting pot when it leaves the country, to be returned later in the shape of bars, only to go through the expensive process of coinage again, to be again exported and melted, and again imported and coined. There is not the slightest excuse for clinging to metallism in any form, we do business with our money of account.

THE RIGHTS OF MANHOOD.

BY JOSE GROS.

Even when at its best, the whole course of civilization has been a bitter struggle to protect the rights of property. All the resources of the most powerful governments have been bent upon that idea as the supreme center of every human aspiration, as the finality of all social life, as the principal aim among all men. The bulk of the best

people never seem to have had any higher conception of governmental duties. All laws or regulations have radiated from that selfish center and returned there, to watch around the walls of that citadel—the rights of property! That alone would prove that the rights in question contain some dreadful wrongs. If they did not, such rights

would not have required so much protection. Only that which is very weak needs such constant protection. Besides, consider how natural it is that all men should be fond of property, and how queer it is that men should have to bend all their energies, century after century, in protecting what we all want, and need, and is natural we should have. Assume for a moment that such rights are strictly right, because natural and orderly in themselves. That alone should be protection enough, because, who is going to attack them? And laws by the ton, and armies, and magistrates, and courts of justice, and the whole paraphernalia of organized society, has forever been on the lookout for the enemies of our property rights. Evidently they must have contained something radically wrong.

Take now the case with us, Caucasians, the product of sixteen centuries of organized christian nations. That means that we are the children of over forty generations under the influence of teachings which we consider as resting on those of the Carpenter's Son, born nineteen centuries ago, and crucified in Jerusalem, really because He did not seem to be extra fond of the rights of property, and appeared to be in love with the rights of manhood. And yet we, the ostensible followers of that Grand Reformer who proclaimed Himself the I am, and spoke as no man ever did, we are yet where the old Asiatic nations were twenty and thirty centuries ago. We are yet forced to keep guard around the rights of property, against our own selves, the many who happen to have no property and mighty little manhood, as we say. And when we look sharp around, we can notice that manhood is extremely scanty among most men, even if they are well provided with property. The only logical conclusion seems to be that we have not cared much for the rights of manhood, in the midst of our zeal for those of property. That may explain why we are still in the presence of problems which not to properly solve means destruction, a greater fall than that of old Rome.

What makes our situation more provoking and criminal, is that we have received the direct revelations about the precise processes through which all our problems could be rapidly solved; but men refuse to see the revelations in question. The bulk of humanity are yet too attached to the old traditions, and are afraid of every thing new, while the advanced fragments of the human family prefer to resort to devices of their own. Only a few here and there are willing to proclaim the new industrial gospel of equal rights to all.

Take now socialism in all its different branches, they are all growing and growing fast. Yet they

fail to see the extreme simplicity with which all our evils could be uprooted, and prefer to dream about a social reconstruction which would transcend the order of nature. And the bulk of our socialists mean well enough, but they seem to be carried away by the materialism of the age, although they don't realize it. To be sure, their materialism is not as bad as that of the retrogressive elements who oppose all fundamental reforms. With the latter we can see nothing but selfishness and blindness of the deepest die. With the former we simply find a misguided enthusiasm which vitiates their mental visions, because it rests on dreams of prosperity due to universal wealth accumulation regardless of high principles of justice and freedom, and so tending to sacrifice some of the most important rights of the human individual, to be absorbed by society. If that could be proved to be indispensable, we would have to accept it, but it is far from proved.

Taken all in all, we should expect socialism to grow, under our transitional period, because of the wretched evolution of the ages. As a matter of fact all governments have so far been tinged with socialistic tendencies because of their constant interferences with the natural rights of the individual, thus letting the strong prey over the weak, preventing the latter from accumulating any property to speak of, as they should, from the results of their own industry. Socialism would be an attempt to remedy that great wrong without doing what is strictly right. Socialism argues as follows: Since men have always preyed upon each other, the strong robbing the weak, let us see that the whole social organization absorbs all the property that men need to use in production and commerce, when the weak shall no longer be victimized by the strong.

The intentions of socialism are all right, but nature never takes cognizance of good intentions alone. She wants something more. She requires respect towards all her laws. Socialism starts with the assumption that the strong and the weak among men are natural products. That has of course been the philosophy of churches and states, of universities and schools; but that is not the philosophy of God or nature, and it was not the philosophy of Christ. The strong and the weak among men are the product of human laws of privilege, just the kind repudiated by the decalogue and the golden rule, as well as by all natural processes. Let men in organized society rest their enactments on that golden rule and that decalogue, and the weak men shall rapidly become strong, and the strong, in the wrong way, shall rapidly vanish from the face of the earth, because

no longer evolved by human laws of banditism standing by wrong property rights and always down on the rights of manhood.

Are we correct in asserting that nature has no laws of privilege and so only laws of equal rights? Don't you notice the eternal preservation of the species in spite of some predatory instincts among them? And such instincts go only far enough to check all excessive reproduction by which species themselves would disappear from absence of sufficient food, etc. Then, as new forms have to replace the old ones, and nature does not evolve disease or old age, as we men do, with our war against natural processes, of course, all that animal life must gradually disappear. Hence the painless, rapid incidents through which animal life makes room for new forms.

Judging by past and present historical experience, government can only be made to rest on the following three central thoughts:

1. On the direct or indirect cancellation of manhood by protecting wrong property rights.

2. By attempting the evolution of manhood through the cancellation of men's natural, individual industrial rights.

3. By the natural evolution of all manhood through human laws of equal rights with which to respect both the natural industrial rights of the individual, and the natural rights of organized society.

Class No. 1 represents all past and present governments, as socialistic as compatible with property rights totally vitiated by monopoly in natural resources, and thus repudiating all manhood rights by allowing men to place other men under tribute.

That destroys the manhood of both, tribute collectors and tribute payers.

Class No. 2 would constitute the complete socialism preached in our days, by which society would be made to transcend its natural rights, and the individual be forced to abandon his own industrial rights, those for controlling the product of his own industrial efforts.

Class No. 3 would avoid the unjust devices of the two previous systems by simply respecting the natural order as well as the decalogue and golden rule. That would rapidly give property to all men, to each according to his merits, to none property enough to crush anybody into poverty and degradation. That would establish property rights in perfect accord with those of manhood. They would protect each other without the need of our eternally manufacturing laws of repression, what we call protection, the kind that denies both ethics and freedom!

The civilization of righteousness of class No. 3 necessitates but taxation and money systems based on equal rights, and so rapidly cancelling all monopolies in production and commerce. The process could be accomplished in less than fifteen years. It is too simple for men to grasp. That is what shall delay its evolution.

Let us always remember that a civilization based on equal rights could not allow the perpetuation of any public debts, nor those connected with any public functions. We should have no contrivances with which to furnish incomes for loafing capitalists. Working capitalists are all we need. The fact is that a complete reconstruction of property rights can alone enable us to evolve the rights of manhood as preached by Christ!

HER PRINCE.

BY FRANK A. MYERS.

"Mama, I have an offer of a position in a newspaper office in this city, at a better salary—what do you think of it?" Tired and tried, yet pleased with the flattering offer, Jessie Dillman, a noble, sweet successful young lady of nineteen, dropped down upon the sofa by the side of her mama after having completed her weary day's work upon the typewriter.

"That's nice," said Mrs. Ella Dillman, a matronly and practical mother of perhaps forty, "and I'm glad you have won such nice offers." The sensible, kind mother was not in the spirit to commit herself before she knew how her daughter regarded the offer.

"I'm not sure," said Jessie, sticking the pin through her hat and flinging it upon the bed.

"Sure of what?" asked the mother, who was ready, in her great love, to sacrifice her life for

her daughter, if need be. The affairs of her life had been such that Jessie—her Jessie—was all she had to love. And Jessie was enough.

Mrs. Dillman, pausing a moment in her sewing, looked quietly at her vivacious, loving daughter, and then bent over and kissed Jessie on the forehead. Looking at the morocco tip on her shoe, Jessie replied thoughtfully:

"Sure that I ought to give up my place in a railroad office, where I've been most of my life, for an uncertain place in a newspaper office. Should I, mama?"

"If you like your present place best—"

"Well, I do."

"Then, don't give it up."

"I know everybody 'round the railroad office and they're all so nice to me."

"What is your newspaper offer?"

"Thirty a month—five more than I get."

"We are poor and need money, but don't—"

"I might not like it."

"No."

"May not be permanent."

"Don't do it."

"It's harder work."

"Stay where your father"—there was a perceptible hesitancy in the mother's voice—"he was always a railroader," she concluded. She looked intently at her sewing. Jessie well knew there was a tear in her mama's eye, and she respected it, loved it.

"I'll say no to them, that's what I'll do," and Jessie arose, and taking a lump of coal from the scuttle put it into the stove and closed the open door. It was cold weather.

"We have struggled in the past, but thank our stars, Jessie, we are at last—at last—(that sounds sweet) at last—and only you and me."

"Mama, I'll do anything for you—I'll reconsider and accept." Jessie sat down by the side of her tender, thoughtful mother and put her arms around her neck. There were silver threads among the gold in her hair. Jessie brushed back the stray curl at her mama's temple. It was now almost dark in the room.

"No, my dear, no—no you won't. Not now; we don't need to sacrifice so much now. Day is peeping at last—at last—after the long, dark night. You and I shall now be happy."

"But, maybe I'll like newspaper work best." Jessie was hedging—for love's sake.

"Only maybe, Jessie."

"Five dollars will nearly pay our rent."

"Suppose you didn't like the place."

"Five will buy lots of things to eat."

"Suppose you should lose the place."

"It will buy us both new hats, and the second month both gloves and a plain dress."

"Suppose you give up your railroad position and after a while want back, and can't get back—then what?"

"Why, the five will almost make us rich—the more I think about it, the more—"

"If you should, in the end, lose your new place, then our golden goose would be killed, sure enough, and rent and living and nice dress, all would be gone, and then what, Jessie? Think well."

"Well, what must I do, mama," very much undecided. The truth to tell, she had heard her mama, every word, but she pretended not to hear.

"Stay where you are, dear," with much conviction and decision in her tone. Mrs. Dillman knew when and how to speak to her daughter so as to bring forth a settled conclusion and end the harassment of indecision.

"Shall I, mama?" Mrs. Dillman felt in these words the glad spirit at once.

"It's best, it's right, of course."

"I don't know—I hope so. You know, mama. You have led us forty years through the wilderness, and you say now we are in the beautiful Canaan. I'll do as you say. I could not do without my mama," kissing her several times.

"If you left there, what would Ralph think?"

"I don't know—I do know—you know."

"He won't like it a little bit, now, would he?"

"N-n-n-o-o-o, I guess not."

"Of course not."

"You know, mama, ever since I read Cinderella, when a little bit of a thing, I have said I'd marry a prince; do you hear, a prince." Jessie uttered this in a gay tone, with a twinkle of laughter following it.

"Well, Ralph is a prince. He is a great fellow, and loves you; and that makes princes."

They talked for quite a time, and at last, striking a light, made some tea and ate their frugal supper.

This mother and daughter, who have long been very good friends of ours, have a rather remarkable history. They are poor, almost very poor, but they are self-respecting and willing and good, and these qualities more than make up for want of money—that god of the whole world today.

At the present time they live in two small rooms as near as may be to Jessie's place of work, and they furnished them themselves. They always dressed neat but plain and inexpensive, and did not always go about condemning themselves because they were not "fashionably" dressed. The mother had always done sewing, as long back as Jessie could remember, and on her meager earnings they had managed to live and love each other. Now, with Jessie's nice little snug earnings added to the little purse, a slight feeling of security and independence had come "at last," as Mrs. Dillman said. It will not be long till some swift and radical changes will come into their lives and break up the monotony of the past. But on this evening, when it was decided to reject the better offer and stay in her old, loved position, we see these two dear friends in their humble little home consisting of but two small rooms.

The brave in heart to do right are the only ones whose lives work out right in the end.

In an early day in Kentucky Mr. Benton, the father of Mrs. Ella Dillman, was a very prominent man. His wealth and his aristocratic manners were his passport anywhere. He had even held high official positions in the state, and in a sense, had been a very serviceable man to the commonwealth. But he was a born aristocrat.

They lived in one of the best little cities of the state, and his lands were near. But he was a man of sharp impulses and inflexible will. He was never known to yield. His daughter, Miss Ella Benton, was to him as the apple of his eye, and there was nothing in the wide world he would not do for her.

At a ball one night Miss Ella, the belle of the evening, met Fred Dillman, as fine looking a young man as ever swirled in the mazy dance. He was perfect in physique, of manly beauty and gentle manners, and Ella's heart was instantly captured. They met, loved, and believed in each other. It was a veritable case of natural selection, a genuine mating, whether married or not.

As a result they agreed to marry. The father rebelled with his usual unswerving, determined purpose. His opposition to Fred was based solely on the ground that he was not his daughter's equal—"in any sense," he declared with bitter vehemence.

In a word, Fred was a young man with no money, only a will and a position. He was conductor on one of the new railroads then stretching out across the state. But he had the *entree* of "good society," so called, and it is now quite certain that Fred was as good as anybody with whom he moved. Ella thought so—is it not so, Ella? We think so.

The father stormed and ramped and raved—he would not have his daughter "take up" with such "scum of the earth." It mattered not to him how he broke her heart; better her heart than his will.

When, at last, Ella ran away and married Fred, the angry father cursed them both, and disinherited them. He declared she was not his daughter—he would not own her.

Fred and Ella lived humbly but happily. A father's curse or a father's blessing was nothing to them—they were very happy. The earth was a great globe of eternal happiness; every sound was music; every day was a joy; every word was a note from nature's great symphony. every color was a miracle; every motion was a delight; every thought was a glory; every feeling was a beauty; every hope was a heaven.

But it is said that too perfect a love is a prophecy of evil—it is too great to last! Ah, it is hard to speak of these great tragedies in individual lives, then how much harder to bear them! It was too true in the case of Ella.

In less than two years she was a widow. Jessie, whom we now know as a beautiful young lady, was only a year old when her papa was buried. In a wreck he had been crushed so out of all shape that his wife was not permitted to look upon him in the coffin.

Now—now life was different. Disowned, a widow, an infant on her hands, living in a distant city, all she held dear in this unfriendly world buried forever, not daring to return to her old home, is it any wonder things looked gloomy; is it any wonder she wept ceaselessly; is it any wonder life had an impenetrable cloud over it? But God sees all things. We are not always cast down.

But she took up the burden of life bravely, and determinedly. Her father—her mother was dead—should never hear a complaint from her. As the widow of a conductor the "boys" saw that she did not suffer; but it was one long, hard, bitter struggle against the stormy winds of adversity, and many a time it seemed that her little bark would swamp in the waves of night.

The years rolled on, wave after wave, and Jessie grew into a lovely girl, at once a pride and a solace. She kept the bright, sweet little girl at school, and Jessie finally passed through high school with great honor and received her diploma. Then she took up the study of shorthand and type-writing and became very proficient, and, as we have seen, had entered fully into the great swirl of life as a breadwinner.

Jessie is one of the prettiest, brightest little ladies in the whole circle of our acquaintance, and she has confided to us the fact that she and Ralph Johnson are engaged. When we jested with her about it, she declared it was a truth.

No doubt, friendly reader, you have seen Ralph Johnson—or at least his type—many times. While Ralph is handsome, straight, and pleasant to the sight, he is also a bright young man with an abundance of big, liberal heart in him. His walk—look at him—is that of a real man, his appearance is neat, and he is dressed well. "Fine looking fellow," we all say. O, you've seen him often, I've no doubt.

Well, he is a conductor—in good standing in the Order—and he is not one of those young fellows who secretly imagines his line of work is not "good enough" for him. No, Ralph loves his work, and we have often heard him say, "I'd rather run a train than eat."

You like Ralph the moment you talk to him. There is something about him that wins. The fellow takes your confidence at once, and you believe in him, would trust him with some of your best secrets; and you are quite sure they would be perfectly safe with him. That's Ralph.

One evening Ralph and Jessie were seated on the very sofa that we saw Jessie and her mother sitting the first time you, dear reader, accompanied us to their humble rooms. The lamp shed a clear, bold light over the whole room. The round table, on which the lamp was sitting, with its abundance

of bric-a-brac and neat things arranged, as was plain, by a lady's tasteful hand, was in the center of the room. It was a pretty, cosy, plain, honest room, as any one could see at a glance, and to be there under its kind, gentle influence did one great good.

"Say, I couldn't help it, Ralph," laughed the jolly, lively little Jessie, turning suddenly round, "but I did an awful thing to-day."

"I don't believe it," returned Ralph jestingly.

"But I did—awful! What do you think,—I wrote Mr. Grammer a note and told him that Alice Ross—Alice, you know, is in an adjoining department—said Alice wanted to see him at once. I signed no name, and sent a boy to deliver it. I couldn't help it—it was mean,—but I did it."

"You little romp; you'll get yourself into trouble some time," he laughed.

"I know it; can't help it; it's in me; it's mean; but I do it. Well, after I sent the note—a joke's no good unless you see it and tell it, you know—after I sent the note I stood where I could see and not be seen—in that corner where the mirror shows Alice's back through the open door into her room."

"You naughty thing."

"Well, as I say, I stood there and saw the invited gentleman walk up the steps and enter where Alice was. I watched with all my eyes and ears. It was great fun. He approached with a sweet smile and said: 'You wanted to see me.' You ought to have seen the face Alice had then! It was stretched all at once a mile long, more or less, and was a perfect blank. 'No I didn't,' said she slowly. Then he looked puzzled. Both looked like tired picnic people on their way home in the evening. 'Why, you sent me a note,' said he. 'No I didn't,' said she slowly, propping her chin on her hand and resting her elbow on the desk. 'Why, here's your note,' said he producing it a little sharply. 'No it isn't,' said she. 'Something wrong about this,' said he, soberly. 'Must be,' said she, quietly. 'Joke,' said he, catching the point. 'Must be,' said she assentingly. 'Wonder who did it?' said he next. Then I for the first time, began to feel the joke turn."

As true as we say it Jessie actually twisted on her seat as she said this, just as if she were flinching at something or other.

"Jokes do turn on us sometimes in a savage way, and practical jokes often make life enemies," Ralph remarked like one advising.

"Well, he straightened up," resumed Jessie, "and I almost saw he didn't like it. But when he smiled and said, 'It's a good joke on us, Alice,' I felt easier. Then he went away. But they looked so serious I'm afraid to tell Alice now.

They'd both get mad, I know they would."

"Wait a while till it blows over a little, and then tell it," said Ralph.

Mr. Grammer was a high official of the road, but was a good friend of the two girls. Hence the joke

Just then a rap on the door recalled these two happy persons to the fact that they were still living in the world. Jessie looked a little surprised. She arose and opened the door. A stranger stood in the dim light that shone out. He was well dressed and well-mannered and youngish in appearance.

"Is this where Mrs. Dillman lives?" he asked politely.

"It is," answered Jessie, standing back a little timidly.

"Is she at home?"

"Yes, sir."

"Can I see her?"

"Come in, sir, and I will call her." The stranger, with hat in hand, entered and sat upon the chair Jessie offered him.

"It makes no difference at all," said the stranger after Mrs. Dillman entered the room. "You may all remain. I suppose, Mfs. Dillman, this is your daughter," looking toward Jessie. "I desire her to stay specially."

What could he mean? Was there some great trouble in store for them? Was he the bearer of ill tidings that would abuse their growing happiness? They were glad Ralph was there. He understood Jessie's aside glance at him, and resolved to remain. He was sure it would be best now. The well-dressed fellow might be a real villain, cloaked with a mask of suavity and polish, while he wore a concealed dagger in his base purpose. Jessie and her mother exchanged meaning glances, which Ralph observed. But the stranger's very first words, almost, cleared up the mystery and sinister situation which their ready imaginations had conjured out of the chaotic beginning. It is little wonder they imagined, for this man's sudden entrance was like a thunderbolt into their cloudless happiness.

"You may stay, sir, if the ladies are willing," nodding gracefully toward them, "for a witness to this will not injure the information I bring. I am a lawyer. My name is Oliver Bindley. You perhaps have heard of me. I bring you good news." He paused a moment, and then resumed: "I have searched for you long, and have advertised for you, and at last have found you. Mr. Benton, of Cassville, Kentucky, the father of Mrs. Fred Dillman," reading from a paper he took out of his pocket, "disinherited her, and for something like twenty years never heard of her. In his last days

he, aged and broken, relented, at least so far as to change his will and bequeath all his vast estate to the heir or heirs of his disowned daughter, if she has any; otherwise the property shall go to his next legal heirs."

Jessie looked startled. Ralph's eyes were wide with wonderment. Mrs. Dillman was in tears; she asked with a sob:

"When did he die?"

"Just six months ago."

"Father!" was all she said.

The lawyer went on to say that the estate is worth about one hundred thousand dollars, and that Jessie was the sole owner in fee simple.

After Oliver Bindley had gone the three fell to discussing the situation, and the happy change that this money would bring into their lives, and the entire freedom from the restraints of poverty it gave them. But all the time Ralph looked sober, if indeed not depressed.

"A windfall has happened to you, Jessie," he said with a strange tenderness. She looked at him straight. A moment before her mama had left the room and they were alone.

"Why do you say that, Ralph?" She knew, but still she asked. Her voice had a tinge of impatience in it, and Ralph felt it and was touched still more deeply. But this was not what she meant to do. In her natty, trim, sensible dress, there in the glow of that light, Ralph thought she never looked so pretty and dear before. A fortune had everlastingly sundered them. It was an abyss he never could cross to her. In a moment money had torn her far from him. He was stunned, bruised.

"Well, it has," answered Ralph practically, yet understanding her fully. Could he now give her up? He must, if it turned her head and she should as a consequence drop him.

"I know why you say that," very full of tender decision.

"I have not designed it as a secret."

"No!" Then she paused. She was standing. She cast her eyes down.

"No." The situation was growing intense, extremely so, and both felt a tremor of nervous pain in their beating hearts. Then she looked up full in his eyes and said with a singular soul force in every syllable:

"Do you, can you, mistrust my love?"

"No-o-o! I was afraid!" he said slowly.

"Do you think money will or can make me different?"

"I hope—not," lifting his eyes slowly to hers that beamed like sparks of light.

"My love is better than that."

"You know, and I know but too well, the sordid power of wealth," he returned, a stream of sunshine created by her assuring words and forceful manner pouring into his soul. It was an avalanche of gladness, a new joy, a new song! What a grand, noble girl that can still love him, poor as he is, rich as she is!

"Money is not my god," she said.

"No more mine."

"My heart is pure; it is yours alone; when I gave it you I gave my all. Money shall make no difference. I am yours now as before. If money separates us, so dear to each other, away with it, I say. It must not, it shall not."

He sprang to his feet and clasped her in his arms and kissed her, merely whispering:

"Darling!"

They understood now.

"My Prince"—they had often spoken of Cinderella and her Prince—"my Prince!"

When Ralph left he was extremely happy.

In time they were married and lived quietly in a little cottage that Ralph had provided for them before Jessie received her "windfall." Ralph remained at his post as conductor. Mrs. Dillman had gone back into Kentucky to visit her old friends and see about Jessie's inheritance. One day Jessie said to Ralph:

"It is singular I should marry one who does the same kind of work my father did."

OUR NEW YORK LETTER.

Yacht racing has for the moment so fully absorbed the people of this town that almost every man, woman and child that one meets is discussing earnestly, if not learnedly, the relative merits of Defender, of Vigilant and of Valkyrie. It is certainly strange that a sport which so few can get the time and opportunity to witness, far less to engage in, and which in the phase that it assumes in the international races is so emphatically a sport of the millionaires, should attract such widespread and earnest attention, but it is

nevertheless true that nothing short of a presidential election stirs our people so deeply. A great swarm of citizens, of all sorts and conditions of life, from the stockbroker to the news-boy, follow the baseball games with excited zeal; and it is quite illustrative, by the way, of the number of people in this little town, that such large audiences should be gathered on the ball grounds every day that home games are being played, although with the distance that we have to travel to get to them, it means giving up about

an entire afternoon; and since the great majority of these audiences must have very few afternoons in a year to spare, this implies that it is practically a fresh swarm that attends each day. Another throng flock to the horse races, which involves still more spare time, but at these there is the potent influence of gambling to serve as load-star and stimulate interest even among those who cannot be actually present.

To see a yacht race, however, one must take not only an afternoon but an entire day off; and moreover, to the mere spectator even, it is an expensive amusement that is far beyond the means of the masses; nor is there any such general betting as always attends trials of speed on land. Yet the yachts possess the people, the thousands who have never seen them as well as the hundreds who crowd the fleet of excursion boats that goes down, in a way that neither the horses nor the ball players ever accomplish; or at least this is true of these international contests with which a sort of spirit of patriotism has become associated. A philosopher might be puzzled to determine why one should especially glory in that a set of rich men who happen to live in this country may be able to hire a designer, also born an American, to build a racing machine, which shall sail faster than one built by an English designer, hired by an exactly corresponding set of rich men abroad, but it is nevertheless true that few things stir the patriotic heart to such emotions.

And most odd of all is the fact that this phase of the excitement is just as persistent this year, when all international character has really been destroyed by a practical assimilation of types, so that the uninitiated actually cannot tell one boat from the other.

There used to be a theory that the long rolling swell of our coasts, and the comparative shallowness of our harbors, had evolved a distinctively American type of boat in the broad shallow centreboard, the bottom of which could be hauled up out of harm's way, when the cruising yachtsman wished to put into some pretty little port, where the water was only a few feet deep. While the British evolution had been on opposite lines, tending to a narrower model that would better meet the choppy waves that they have abroad, and which, relieved from any anxiety about draught by the precipitous pools which line the English shores, could be given more ample space inside. All the contests hitherto have been between these two ideas of construction; but this year we see two boats brought together, neither of which has any cabin room to speak of, each of which is so deep by an abnormal development of

keel than there are just three harbors on our coast that they can enter. Yet, although the American boat is far more like the traditional English model than its English competitor, which has been designed in part on traditional American lines, our people shout just as loudly as ever for the American representative to uphold the national reputation in aquatic sport.

In thus throwing ourselves so ardently into the play of white wings, however, we have not altogether lost interest in the tyranny of Sunday observance, as to which these letters have already had something to say, though the interest is now taking on a sullen determination to visit public wrath, at the first occasion, on the organization which is responsible for our crank police commissioner, even though that organization has thus far shown itself afraid to either endorse or disclaim him. It is one of the most singular instances of political fatuity that has ever been displayed in this town, and illustrates more clearly than ever, why under any normal circumstances our so-called "better element" are so absolutely without influence in local public affairs; the real reason being that they are so lamentably out of touch with genuine public sentiment. Begun apparently in a sort of "smart aleck" spirit of doing something that would distinguish the present administration from those which have preceded it, and prosecuted through the instrumentality of a man who has by now, proved himself a narrow minded slave of true bureaucratic spirit, the anti-Sunday opening crusade has found a measure of support among a class who do not experience its discomforts and who delude themselves with the idea that because they and their acquaintances either advocate it, or are lukewarm in objecting to it, the mass of our people therefore approve it.

One curious reflection of the instinctive revolt against the class domination with which we are now afflicted, is the outcry that has been raised against the sentence to death of Marie Barber. This miserable creature, already quite a notable personage, murdered the man with whom she had been living as his paramour, under promise of marriage, according to her assertion, and it must be said, murdered him most brutally. Both of them, but she more especially, belonged to that dregs of society for the existence of which society itself is so largely responsible, and each, doubtless pursued in comparative ignorance of consequences, the indulgence of their half savage appetites, and she, the indulgence of her more than half savage revenge. Brought before the arch "reformer" Recorder Goff, who has so disgraced his ermine in the short time that he has been on the bench, by prostitution of it to his own selfish

advantage, by unjudicial conduct and persistent advertising, both personal and partisan, she was railroaded by him to conviction with an almost unheard of celerity, and with a charge that practically took the case entirely out of the jury's hands. Now a most tremendous public sentiment has been worked up, in the face of the undoubted facts of the crime, for either her pardon or a reversal of the verdict. Some of it is of the hysterical kind that always opposes public punishments, particularly of women, but a good deal is called forth by the conspicuous unfairness of her treatment, and the general sense that she has only been used as material to show how unbending a terror to evil doers our new Recorder can make himself when he tries, although the record which secured his nomination to office was one little better than a compounding of felonies with people who could be made useful as informers in the campaign that he was prosecuting.

In sharp contrast is the almost utter indifference shown to the harassing reports that come to us from China of the persecution of missionaries there; notwithstanding the strenuous efforts of a few of the papers to stir up a sensation over them. Sad as some of the stories are, provided they are not exaggerated, as, unfortunately, there has too often been cause to suspect of missionary reports, there seems to be a sort of tacit feeling that they are only one of the perils of the avocation; with

preventing which, at least through our government, we have no more to do than we would have a right to call the Swiss people to account for leaving so many dangers in the way of our citizens who engage in Alpine climbing. After all, when the matter is calmly considered, the Chinese have a perfect right to detest the Christian religion and to resent the forcing it upon them by missionaries from America; certainly as much right as we ever had to stamp out Mormonism. However good and noble a work the missionaries may be doing, it is surely one of its virtues that it is being done at their personal risk. And when the claim is made that the protecting hand of our government must be stretched out to protect them in its prosecution, it becomes a good deal like carrying the Bible into heathen lands on the point of the sword. Nor is their title to American citizenship any valid claim to such indiscriminate protection; for no nation has a right to extend this protection within the domain of another organized power, except to such citizens as are respecting that power's domestic institutions. And in any event, there can be, of right, no claim to guardianship on the part of those who, for whatever good purpose, deliberately put themselves out of its care and refuse to obey just such warnings as were extended in this instance to withdraw from threatened trouble to a place of safety.

EDW. J. SHRIVER.

"Nothing to Live For."

Nothing to live for? Soul, that cannot be,
Though when hearts break the world seems emptiness;

But unto thee I bring, in thy distress,
A message, born of love and sympathy,
And may it prove, O soul, the golden key
To all things beautiful and good, and bless
Thy life which looks to thee so comfortless!
This is the word: "Some one hath need of thee."

Some one—or who or where I do not know;
Knowest thou not? Then seek; make no delay!
And thou shalt find, in land of sun or snow,
Who waits thee, little child or pilgrim gray;
For, since God keeps thee in this world below,
Some one hath need of thee, somewhere, today.

EMMA C. DOWD.

Threnody.

The roving hawk shall find his mate
And stars companions be,
But I—I only stand and wait;
There is no mate for me.

The stranger rivers meeting blend
And journey to the sea;
I have, mayhap, a single friend,
But who will watch for me?

Nor woman's kiss hath bound me fast,
Nor creed hath bent my knee,
The fields and blue skies overcast,
These are enough for me.

Alone, unsolved, I bide my time
Till death shall set me free,
A man whose lips were steeped in rhyme—
Oh! dreamers, pray for me!

—ERNEST MCGAFFEY.



Our readers who write to any of the firms advertising in these columns are requested to mention
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E. E. CLARK, Editor.

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A GREAT WORK BEFORE THE ROADS.

The action of the Interstate Commerce Commission in granting to the railroads an extension of time in which to equip their cars with hand-holds and draw bars of standard height has called attention to the other provisions of the same law which must be attended to by January 1, 1898. Under the provisions of this act no car may be used in interstate traffic after the date named which is not "equipped with couplers coupling automatically by impact, and which can be uncoupled without the necessity of men going between the ends of the cars." Some idea of the extent of this undertaking may be gathered from the following estimate given by *The Railroad Car Journal* in its last issue:

In endeavoring to estimate the extent of the labor and expense incident to a compliance with the law, in respect to the application to freight cars of air-brakes and couplers within the time specified, there are no exact data available, but a rough calculation might be made by taking as a basis the figures included in the recently published report of the Interstate Commerce Commission giving the statistics of railroads for the year ending June 30, 1894. At that date there were, in the United States, 1,705,169 freight cars, exclusive of those used in companies' service and those owned by shippers and private individuals. Of these, only about 320,000 were equipped with automatic couplers, leaving about 885,000 still to be equipped between June 30, 1894, and January 1, 1898, a period of three years and a half. To do this would require the equipment at a rate of more than 252,000 cars per year. An idea of the magnitude of this undertaking may be gleaned from the fact that during the two years preceding June 30, 1894, about 75,000 and 34,000 were respectively fitted with automatic couplers. A low estimate of the cost of fitting these cars with automatic couplers

would be \$20 per car, aggregating a sum of nearly \$18,000,000.

The task before the railroads in the matter of air-brakes is one of still greater proportion. On June 30, 1894, there were about 273,000 cars fitted with train brakes. The rate of equipment during the preceding two years had been 58,000 and 30,000 cars respectively. To equip, say, one-half the remaining cars, with air-brakes by January 1, 1898, would require an acceleration of this rate of progress to more than 130,000 cars a year, and involve a total expense in excess of \$23,000,000.

There are no figures at hand by which to fix the number of cars remaining to be fitted under the requirements of this act, but undoubtedly a large proportion of the total is included in that number, as the amount refitted during the past year must have been comparatively small. It will be seen at a glance that the work remaining to be done is enormous, and the expense attendant of the same proportions. It is one of the greatest problems with which the roads have ever been called upon to contend, and the small extension of time granted by the Commission in the present instance forbids the hope that enough will be granted in the more important matters to make it of any great service. The question is one of the first importance to the whole country as well as to the railroad men, and while there is no disposition to impose burdens upon the roads beyond their capacity, there will be, on the other hand, a disposition to see to it that they are not permitted to evade a complete compliance with the full requirements of the law.

PRESERVE THE PARKS.

This has been called the utilitarian age, and for some reasons the epithet may be regarded as a compliment. There are times, however, when the ready sacrifice of every interest and every

thought to the mighty dollar, through which we have won this enviable distinction, brings a revulsion of feeling and we awaken in surprise to find ourselves defending something of the

aesthetic side of life, even at considerable cost. An instance of this is to be found in the reception given the proposition to build a railroad through Yellowstone Park. There can be no question but such a permit would be a veritable bonanza to the favored road, and there would be some compensation in the miracles of the advertiser's art with which its enterprising passenger agents would bring the merits of the new route before the public, but the proposition met with nothing but the sternest opposition from the very first. The *Pioneer Press* summarizes the arguments against this encroachment on the public preserves, as follows:

Such an innovation would be fraught with danger in two ways, not to mention the vulgarizing of the place by the invasion of steel rails and locomotives. There is hardly any doubt that big game would be driven entirely away from that portion of the park through which the line would be laid, and that much of it would escape beyond the limits of the reservation only to fall a prey to hunters outside. As this park is the most important preserve of the nation, and almost the only place where elk and buffalo are preserved in any numbers, the loss to the American people would be incalculable from this one result alone.

Another danger which would attend the building of a railway, would be that of fire. Capt. Anderson, com-

mander of the park guard, has stated that "in six months from the entrance of the first locomotive within the limits of the park there would not remain one acre of its magnificent forests unburned." This sounds like an extreme portent, nevertheless, it is certain that the destruction of forests to some extent would be an inevitable consequence of the projected encroachment. Fires caused by accident have already done no small damage in the park, an area of seven miles by two having been burned over in 1893, owing to the carelessness of tourists. With our inadequately protected forests throughout the country at large, it will be indeed a misfortune if the government does not maintain the right to protect those of its reservations.

The aesthetic consideration should be hardly less important. The park is one of the wildest and most beautiful regions in the entire country. It is the National Park, selected for the purpose of preserving for many generations a piece out of nature in her most imposing form. To render it commonplace by the introduction of a railroad, especially for the furtherance of personal interest, would be to destroy in a measure its original purpose and reduce it to something like the condition of the country at large.

There is reason in this. As a nation we may well be proud of the portions of the public domain set apart for parks, and of the reasons which led to their dedication. Every year of our national growth adds to their beauty and their value, and should add to our determination to preserve them intact from any invasion of the commercial instinct.

THE HOME MARKET FOR HOME LABOR.

The exclusive right of the American laborer to the home labor market is one which cannot be too frequently or too strongly urged. It has been brought directly home to every working man in this country during the past two years of business depression, and there is encouragement in the fact that the lesson promises to bear fruit in the immediate future. Our laborers are beginning to appreciate the overcrowding of the market where they must offer the only product they have for sale. They see that even with prosperity there must still remain many who will be unable to obtain employment, and that the constant presence of a large unemployed class is a barrier to any increase in wages which can hardly be overcome. If these are the conditions with the number already here, they must of necessity grow worse with every ship load of laborers brought over from the old world to be unloaded on these shores. It has so long been the boast of this nation that it was the refuge of the oppressed of all climes, and so strong has been the hold upon public opinion gained by certain classes of immigrants and their descendants that for years it has been regarded as unpatriotic to even intimate that the country would be better off with severe and rigidly enforced immigration laws. Demagogues who have wished to use class votes have not failed to play upon this string, and so successful have they been that for years no pub-

lic man has been found with the courage to openly advocate what is now regarded, even by those of foreign extraction, as a wise and patriotic policy.

In this connection it is encouraging to note that the Immigration Restriction League is constantly drawing to its ranks men of ability and standing in all portions of the country, and they are taking up the work with growing courage and ever widening views as to what is the true policy to be adopted in this matter.

They take the high ground that immigration should be restricted, but that no immigrant whose character fits him to become a citizen should be excluded. All will agree with him that the pauper, criminal, vicious and ignorant classes of the old worlds should be forever debarred from the privileges of American citizenship, but some will be found who will take issue with them upon the expediency of admitting any additions to the numbers of our working people under present conditions. One of the twenty reasons given by the League why immigration should now be restricted, reads as follows:

Because it is for the interest of the working men and the trades unions that none but honest, industrious, healthy and fit immigrants shall be allowed to enter the United States as competitors. The protection which an American working man needs is against those classes of laborers who come here with lower standards, lower aims, lower desires and lower morals. The competition of his equals need not, and ought not to be feared, but the unlimited freedom of immigration of other classes, now allowed, tends to depress wages and degrade the high standard of living and character of the American citizen.

To many it will appear that no better answer need be given to this than is found in the League's next reason for restriction, which says:

Because we already have to meet the problem of the unemployed. Can we afford to increase our burden in this direction? In 1893, in Massachusetts, out of 603,847 males usually employed in wage-earning occupations, 178,628 or 29.6 per cent were unemployed, and of the total unemployed 11 per cent were unskilled laborers, and 6 per cent farm laborers.

Massachusetts may safely be taken as being fairly representative of those states containing large percentages of unemployed labor, and if so small a state had at that time nearly 200,000 men seeking for work, the grand total for the nation must have been well up in the millions. It may be a narrow view to take of a great question, but we must confess to believing that our nation's first duty is to provide an opportunity for each member of this vast army of its citizens to earn an honest living before posing to the world as a sanctuary for all the downtrodden and oppressed beyond its borders. With such a condition confronting us it does not seem that the fitness or unfitness of the foreigner should cut no figure until our own people have been provided for. The members of this League are still behind the

truth, but they are approaching it, and the least growth is not to be despised. They regard our present laws as entirely inadequate, and, it is understood, will present a bill to the next congress by which they hope to cure some of the ills from which we now suffer. Among other things, they suggest the imposition of a \$20 or a \$10 head tax in the place of the \$1 tax fixed by the present law, in the hope that the added penalty may assist in shutting off the influx of foreign paupers. This will be good so far as it goes, but will not suffice to keep out those dependents who have friends anxious to be relieved of their support.

The educational provision they suggest is also good, but like the others, it only palliates the evil it is intended to cure. They all show how far we have to grow to get out from under an old superstition, but they point in the right direction and should be encouraged in the hope that the time may not be far distant when a congress may be found, fearless enough to take this question up and pass upon it with no thought beyond the needs and rights of the people of this country alone.

OUT OF THEIR OWN MOUTHS.

The utterances of the officers of the American Railway Union as they come to the eyes and ears of the public, through the columns of their official organ, and through other channels, are marked with a sameness which grows monotonous. The burden of the song is the alleged improper actions of the officers of other organizations of railway employes, commonly known as the old Brotherhoods, at a time when these exponents of a new dispensation hoped to induce the members of these old Brotherhoods to forsake their old alliances; forswear their allegiance to their Brotherhood, and rally under the banner of the new, cure-all-the-ills-that-flesh-is-heir-to organization. The efforts to induce the members to desert, and the officers to betray every trust reposed in them, having proven futile, the vials of their wrath were opened upon both, but more directly upon the officers. Charges of a general nature which have not even the appearance of truth, or the semblance of a foundation, in fact are sweepingly made, and the assertion is made that proof is at hand if it is desired. "Director" Rogers said at Cleveland that they had proof that the acts of incendiarianism which accompanied the troubles precipitated by the A. R. U., were committed by men hired for that purpose by the general managers association. We have watched carefully and patiently for the production of the proofs, but in

vain. We wait with equal patience the production of some of the proof which they claim to have, which will show that the officers of the old Brotherhoods were in collusion with the general manager, or that they sold out the interests in their keeping to the managers or the managers association. We predict that it will not come. Wild, intemperate, general and improbable accusations prove nothing. The officers of the old Brotherhoods are guilty of no offense other than having held sacred their obligation to the organizations that had reposed trust in them, and having refused to cast aside all principle and honor for the purpose of accommodating these gentlemen who were engaged in an effort to destroy the organizations, in some of which they held membership and which having failed to rule, they sought to ruin. It is a significant fact in this connection that the leaders in this move, and in the attack before referred to, either still hang onto membership in some of these Brotherhoods which they pronounce as worthless and unworthy, or they have been expelled therefrom for good and sufficient reason.

Some of these men have been busy for several years announcing the death and preparing for the burial of these Brotherhoods, but though they have even prepared the epitaph, the organizations have stubbornly refused to give up the

ghost, and while this is probably an unkind course for them to pursue, it is hardly to be expected that they will quietly die in the face of the fact that they are possessed of robust health and are enjoying a healthy growth. The officers of these Brotherhoods are accused of having sold out to the railways for passes, and any officer or member of these Brotherhoods who has a kind word or thought for a railway official, is denounced as a dyed-in-the-wool traitor to the cause of labor. If it be a crime to possess the respect of a railway official, when that respect is the natural outgrowth of straightforward honest business dealings in which the interests of the working man have been materially advanced, then let crime run riot through the land. Time was, and not so long ago, when Mr. Debs, the president of the A. R. U., and author of many of the senseless charges against those who declined to rake his chestnuts out of the fire, expressed very different sentiments from those now voiced. Shortly after the Brotherhood of Locomotive Firemen emerged from the fiery ordeal of the strike on the C. B. & Q., Mr. Debs, then grand secretary of that Brotherhood and editor of their magazine, said editorially:

UNITED AGAIN.

Through the power usurped by one of our former Grand Officers, the Brotherhood of Locomotive Firemen was precipitated into the great strike of 1877, and as a natural consequence, a hatred for the organization was incurred by many railroad officials throughout the land.

As a means of retaliating for the injury sustained, they forced many of our members to withdraw from the institution, and thus succeeded in causing the downfall of some of our best lodges.

This was especially the case in the eastern country, where the order was almost entirely swept from existence.

Of course this was very unjust on the part of the railroad officials, for they were placing the grave responsibilities of the strike and its direful results where they did not properly belong, for as an organization the Brotherhood had nothing to do with the origin or development of that strike nor any other.

On the contrary, they have always counseled moderation and in many instances carefully guarded the property of their corporations.

But deep and bitter as was the prejudice entertained against us by many railroad officials, the last vestige of it has been obliterated for ever.

We have letters from nearly all the leading managers, presidents and superintendents of railroads in the United States and Canada, and they speak of us, without exception, in the kindest terms.

We have been furnished with annual passes for our traveling officers over thousands and thousands of miles of road, while many companies, who could not, consistently with their rules, grant annual passes, have generously offered to furnish us with trip passes whenever we have an opportunity to use their respective lines.

The letters we have of them are expressive of the deepest sympathy and warmest friendship for our order, and we feel free to say that we entertain the same cordial feeling toward them, and hope that this unison and harmony of thought and action between us may never be ruffled by any wave of passion or discord.

One of the very highest officials of the Pennsylvania lines writes us that our organization has his warmest personal sympathy, while another of the same standing politely informs us that his road is always at our disposal and that he will grant us, with pleasure, any favor within his official capacity.

Still another, who until quite recently was bitterly opposed to us, has torn down the barrier that separated us so long and so much to our disadvantage, and tendered our grand officers a hearty welcome, assuring them that he hoped to see the day when all the men in his employ would be working under the banner of our order.

Now that we have the friendship and co-operation of our superior officers, let us preserve them forever.

Should any difficulty arise whereby we would feel ourselves aggrieved, let us go to the heads of our respective departments, and respectfully appeal for a restoration of the lost rights. Let us go like men and we will be treated as such.

Commenting on this, *The Peoria Daily Transcript* says:

There spoke Debs, the sensible editor and level-headed officer of a railway brotherhood whose principal object is uplifting and educational, which seeks not strife but amity, which hopes not to tear down but to build up. But that Debs is gone. The mouthpiece of to-day, the frantic seeker of notoriety, the sensational demagogue who cares nothing at what cost he attains the prominence and attention which have come to be essentials of his daily existence, is a different sort of man. Now he condemns what he formerly praised. Now he holds men up to scorn and infamy for doing just what he has told them was their first duty as good citizens and loyal members of a labor organization.

If there was wanting any proof that Debs is an arrant demagogue the publication of these, his true convictions, as against his present rantings, completes the evidence.

It is truly a weak cause that can only be sustained by tearing down the good work of the past, and it is a dangerous theory that can only thrive or exist upon, or among disaster. The membership of the old Brotherhoods are men who do most of their own thinking, and their good judgment may be relied upon to pronounce a sensible verdict based in fact and truth and not in calumny and base insinuation.

FIGHTING FOR ANNUAL ELECTIONS.

The members of the Massachusetts Branch, Federation of Labor, have again taken up the work of defeating a constitutional amendment providing for biennial elections in that state. At the last meeting of the legislature this amendment was passed through its first stages against their most urgent protest, and they are now rallying to defeat its final passage. This is the third time such a measure has passed through the preliminary stages of enactment, only to be defeated in the final trial, and they have every hope that

they will be able to compass its complete and final destruction at the third attempt. Under the law as it stands today, elections are held yearly, and the reasons given by the Branch workers for preferring the annual to the biennial election are, perhaps, best given in the following extracts taken from the report of the legislative committee, made to the tenth annual convention of that body recently held in Boston:

It is unnecessary to remind the delegates to this body of the reasons for our opposition to biennials. Popular control over the various branches of govern-

ment is not so great, even under the system of annual elections, that we can afford to voluntarily surrender one-half of the opportunities which we now possess of holding our representatives responsible for their acts.

The rapidly changing industrial cycle in which we live, continually presents new and unsolved problems for the consideration of our legislative bodies.

The special interests of the business world have already obtained large concessions and favors from our legislatures. Now, that the voice of labor is commencing to make itself heard, the time is far from auspicious to cut squarely in twain the voting power of the common people.

In furtherance of this thought they are already taking up the campaign and propose to do all in their power to prevent the success of what they believe to be an attack upon their dearest rights. There may be some question as to the advisability of annual elections, in fact, there are

a large number of honest and patriotic thinkers who advocate the idea that one of the greatest ills from which our country suffers, is the multiplicity of elections with their attendant excitement and disruption of business, but there can also be no question but the farther apart our elections are placed the farther the officers are placed from the men who elect them, and the less the opportunity for making them directly responsible for their acts. If some plan could be devised by which the legislator could be held to a strict accountability for all his acts without requiring the infliction upon the people of all the ills attendant upon frequent elections, the inventor would certainly deserve well of his country.

It will be remembered that during the recent special session of the Illinois legislature a bill was passed providing for the appointment of a state board of arbitration. Governor Altgeld has chosen the members of that body and they are presumably ready for active service whenever their offices may be required. Many features of the law under which they must operate have been severely criticised, but judgment regarding them should now be suspended until their good and bad points can be submitted to that best of all tests, practical experience. In the nature of things it will not be long until these gentlemen will be given an opportunity to demonstrate the efficiency of the plan, and it is needless to say that their first essay in the new field will be followed with the greatest care by both the friends and foes of state arbitration.

The daily press of this country have been the most powerful friends of the trusts, though most of them have given their support by means of an eloquent silence, and no one will regret that they are about to reap some of the practical benefits of their treachery to the best interests of the common people. One of the latest additions to the trust ranks is a combination to control the output and price of paper, and it is safe to assume that the moulders of public opinion will not be long in resenting this direct attack upon their incomes. If once entered upon the war for the benefit of their own pockets it would seem that common decency would forbid their desertion until such combinations against the people had been made forever impossible. With the great body of the newspapers of the country enlisted for the war the trusts would soon be compelled to capitulate and their revival would not need to be greatly feared.

Present indications point to a more extended celebration of Labor Day this year than has ever before been known in the history of this country. These celebrations mean more to the working people than a mere day of rest and enjoyment, though if that were all their worth they would still more than repay their cost. They furnish a yearly opportunity for the members of all crafts to fraternize under the most pleasurable conditions and strengthen the ties which bind them as craftsmen by adding those of personal friendship. Their showing of strength at once binds to them the weak and wavering among their members, convinces non-union workers of the value of membership as no argument can, and presents to the employing classes an object lesson upon the possibilities of thoroughly organized labor which they are even now pondering more than the most generous of them will admit. Every man who must labor for his daily bread owes it to himself and to those dependent upon him to do all in his power to assure the success of these celebrations in the confident hope that the day is not far distant when they will commemorate what has been done for his advancement rather than hold out promises for the future.

Some two months since the labor organizations of Minnesota discovered that their legislature of the winter before had passed a law providing for the appointment of a state board of arbitration, but nothing had been done toward making it operative. They at once set about remedying this oversight, and now the governor of that state has names from all the central labor bodies to consider when making his appointments. In speaking of the possibilities of this board for the good of the working man, Harry Franklin, labor editor of the *Pioneer Press*, says:

The opinion is divided among union men as to the possibilities of this board in this state. If it can cultivate the confidence of both the employer and the employee, it will be of untold value; and without that confidence it will be practically useless. There are no apparent signs of any great industrial troubles arising in Minnesota for some time to come, but the appointment of the board will be one step toward bringing both parties to any controversy together for investigation and discussion before very serious complications arise. There are two periods when strikes become prevalent—one period being in panicky times, when workmen strike to resist reductions in wages; and the other period is during good times, when employees are forced to strike to gain back the concessions made to employers when the latter party claimed to be "doing business at a loss." The proposed arbitration board can be made valuable under both these conditions, for there are many large employers of labor who have gained reputations for "large heartedness" who would be put to the blush if the public were fully informed as to the conditions under which their employees labor. The board will be a searchlight to find the facts and circumstances contributing to industrial controversies, and it is armed with ample means of laying its findings before the public, which will enable it to become an educator of the public mind upon the rights of labor, as well as of the employer. When appointed, this board should receive the hearty co-operation of the labor unions of this state, and while it may not be able to accomplish great things, it can be compelled to take the initiative in bringing about an amicable settlement of labor disputes.

The meeting of the B. of L. E. in Pittsburg, on the 16th ult., to celebrate the thirty-second anniversary of the founding of their order, was in full keeping with the importance of the occasion, and the record these gentlemen have always maintained in the conduct of such gatherings. Some fifty Divisions were represented by nearly 500 delegates, who, with the representatives of the Ladies' Auxiliary, made up a body of labor champions which the Smoky City might well be proud to entertain.

It has been but a few years since fifty miles an hour was regarded as beyond the utmost limit of train speed and the men who promised it were regarded as little better than lunatics. Today the steam engine has been improved until one hundred miles an hour attracts only passing attention, and conservative electrical engineers speak of 150 miles in the same time with all the assurance of accomplishment. These feats, however, are but commonplace when compared with the possibilities of the future as outlined by some of the geniuses who are never content with today, but must ever live on the promises held out to them by tomorrow. A recent number of the *Railway Age* contains an extended interview with Col. James Andrews, in which he describes a road on which four hundred miles per hour will be ordinary running time, to be increased indefinitely as circumstances may require. As portrayed by this genial gentleman to the reporter his passenger cars will be huge steel cylinders, made perfectly smooth and pointed at each end to do away with all possible friction. They will run on a single rail placed in the middle of the ties with channel bars on either side and a few feet above the rail

to keep the cars in position and keep them from leaving the track. Two large wheels, one at each end something after the model of the bicycle, will support these structures and the electric motors attached to their axles will furnish the propelling power. While the tone of Col. Andrews' interview might lead the casual reader to imagine there was something of the fanciful in his description, it will not do to dismiss it in that summary way. His promise of four hundred miles an hour is no more extravagant now than a tenth of it would have been seventy years ago, and the man who scoffs now may live to see himself as thoroughly discredited as did the doubting Thomases of that early day. It will doubtless be several years before the Colonel has his trains running from New York to San Francisco in eight hours, as he promises with so much of good humored certainty, but in the face of all the mechanical miracles of the century he must be a bold man who would venture to call the plan impossible.

The union meeting held at Fort Worth, Texas, on the 16th, 17th and 18th ult., was even more of a success than its most ardent supporters had dared hope. About 250 delegates, representing all the subordinate bodies of the five federated organizations, were present and the interest evinced by them in every portion of the proceedings was of itself ample warrant that their labor would not be in vain. Measures were inaugurated which can hardly fail to be of benefit to all the orders, and all the arrangements made necessary to carry them to a successful issue. What was of more importance still, the best of feeling prevailed, personal friendships were formed and the foundations laid for that unity of action in the future, without which our organizations cannot hope to achieve any permanent advancement. It is to be hoped that this will prove to be but the first of a long series of such meetings leading the railroad men of that state to a thorough understanding of their rights and to a thorough federation of forces and purpose which will compel others to respect them. We hope to be able to give a review of the work accomplished by this meeting in another department of this issue.

The vital importance of thorough organization and perfect discipline when labor is forced to array itself against its employers was never more clearly shown than by the recent strike of the tailors in and around New York. For years these men have been compelled to live and work under conditions which were a disgrace to our civilization. It was no more than natural for them to revolt, and often they were successful for the time,

though a relapse was sure to follow every uprising, carrying them back to the old level of sweater slavery. Their splendid victory of last year is still fresh in mind and, what is more important than all the advantages gained, it marked the inauguration of a new policy. Under it the unions have not dropped out of sight the moment the fight was over, but have gained steadily in strength and influence during the year. Discipline has been maintained, and when, a few weeks since, the contractors began to seek a return to the old conditions by violating agreements, the workers were ready to force the fighting from the first. All they asked were decent wages, decent surroundings and decent treatment. To gain these they made their fight under the most perfect discipline and without the least semblance of disorder, holding public sympathy with them, and at this writing they have practically won a complete and sweeping victory over their oppressors. It seems to be generally conceded that the task system of clothing manufacture in New York is forever dead and that the tailors are, from this time on, the arbiters of their own fate. If they had done nothing but destroy the sweat shop their trials and suffering would not have been in vain, but with this great reform has come so much of growth to the individual members of the unions that their organization must be regarded as a public benefaction. From the wonderful success attending their efforts others should take the lesson that to labor, thoroughly organized and under perfect discipline, nothing within the bounds of reason is impossible.

The fact that two trains were robbed on the same day recently again calls attention to the need of more drastic laws for the punishment of this crime. The argument usually advanced against the infliction of the death penalty for crimes of this description is that the gravest punishment known to the law should be reserved for offenses against life and to employ it in the protection of property would be to revert to the penal systems of the past. In the abstract this statement is doubtless correct, but when we come to apply it to the case in hand it does not fit. No crime of this sort was ever committed in which the lives of the trainmen were not menaced and in most of them every person on the train is placed in danger. Taking the Michigan holdup as an instance, it was found after the train had stopped that ties had been piled on the track and if the engineer had gone farther his train would doubtless have been ditched. In addition to this, one of the brakemen was ruthlessly shot down when he attempted to go back with a

to protect the rear end of his train, as he was in duty bound to do. If these facts do not make this outrage something more than an attack against property rights, then nothing short of the butchery of the passengers would do so, and that the men who always stand between crime and its punishment might be able to construe into self-defense. These robbers are compelled, by the very nature of their crime, to stand ready to take human life on the slightest provocation, and the history of these assaults takes them at once and forever beyond the violation of property rights. Death is none too severe a penalty for such a crime, and the only care the law makers need to have is lest their corrective measures be turned by pliant courts into engines of oppression for innocent men. Here lies the great danger which has arrayed so many thoughtful men against the plans that have been proposed to correct this evil, and it is one that may be easily guarded against. Let the law definitely determine the offense it is intended to punish and be so worded as to make its distortion to other ends impossible and, no matter how severe the penalty, it will meet with cordial support from the great majority of the people.

The movement to organize labor for the purpose of securing to it the recognition to which it is entitled from the old parties and their leaders is gaining friends with the passage of every day. A recent number of the *Granite Cutters' Journal* contains a forceful editorial on this subject, from which we extract the following:

Some intelligent laboring men of this and other countries are wasting much valuable time in uninteresting and unprofitable abuse of each other and each other's views. If we are going to live to reap the benefits of reform, according to all known laws of nature we must buckle on our armor, solidify and go down to the battle without further parleying over untried and visionary principles. We must first possess ourselves of the power to make a law before attempting to put it into execution.

Suppose the various labor unions of America should collect their representatives together in political convention, formulate a platform, eliminating all present unjust discriminations against labor, taking the good from all parties and rejecting the bad and uncertain. This could be done without exacting a single concession; for what true union man is it that has not more at heart the universal betterment of his fellows than the dogmas of his own particular creed? Then put up and elect true and tried friends of labor. Your petitions to congress would not then be tabled and pigeon-holed; your cries of oppression would then be heard by friendly ears; sweat shops would cease to exist; blacklists would vanish; railroad and telegraph questions would then be satisfactorily settled (and never until then; no, never!), and we would begin to realize the dream of the pilgrim fathers—a "government of the people, by the people, and for the people."

There is much in the purpose of this to commend, but we would suggest to the author that his plan commences at the wrong end to make an organization successful. National conventions of labor have been called and platforms outlined in the past, but they have never accomplished anything of good for the men they were intended to benefit. The railroad men in New Jersey, and

in other portions of the country, have taken up a form of organization which is already making them a power in their several communities, and promises to bring about in time the very condition of affairs this writer so eloquently describes. They seek, through independent local and state organization, to hold the balance of power and thus compel the selection of law makers who are pledged to the protection of their interests. Their plan also includes careful oversight as to the action of the men so selected, and no one will be given opportunity to betray their trust twice. We commend this plan to the thoughtful consideration of the Journal. It seems to promise most toward the consummation of our highest hopes, the day when labor will govern the nation it has made.

According to the *Railway Review* the officials of the New York Central are urging the formation of a mutual benefit association upon the employees along their line of road. Following is an outline of the proposition they make, as given in a circular letter of recent date:

First, to establish a savings fund, wherein the employees, their wives or children, may deposit their savings and earn interest thereon. Second, a sick benefit fund for the payment to sick or disabled employees of from \$1 to \$3 per day during disability. Third, a death benefit fund for the payment to the family of an employee of from \$500 to \$5000 in case of death, either from natural or accidental causes. Fourth, a pension fund for the payment of a pension from \$25 to \$100 a month after a number of years of service or on account of age or disability. Fifth, a home and hospital fund for the purpose of establishing a home for disabled or superannuated members and a hospital for sick or injured employees, to which each member will contribute 5 cents per month.

All this is very kind on the part of the Central, but so far as may be judged from the data given we fail to see how the employees are to be benefited by its interference in their affairs. No mention is made of the portion the company is to contribute to the upbuilding of these various funds, of the probable effect membership in the association will have on the employee's tenure of place, nor of the portion of his deposit he will receive in case of being discharged. Every dollar the employee places in such an association brings him just so much more directly into the power of the company, and it will not be out of reason for him to thoughtfully consider what the company is giving him in return. On the face of the plan it looks as if the employers proposed simply to step in, take the money of their men and give them in return a protection it would be cheaper and safer for them to buy elsewhere. In this connection it would be well to remember the decision of the courts in at least one of the states to the effect that the members of such benefit associations as the one proposed, when injured in the perform-

ance of duty, cannot accept the benefit for which they have virtually been compelled to pay, and at the same time have a cause of action against the company, no matter who is responsible for the injuries received. This ruling, it will be seen, enables the company to force its men to pay full rates for their insurance, and at the same time relieves it from responsibility in case one of them is injured. This consideration alone should lead them to seek other insurance and thus preserve their rights against their employer. It is of course, unjust to pass judgment on the scheme without having all the facts at hand, but on general principles, the employees of the Central will do well to consider the matter carefully before turning any portion of their private business over to the road.

If Judge Jenkins is any way sensitive as to the estimation in which he is held by his fellow man, his position has long been an unenviable one. The last blow aimed at him came from the U. S. Court of Appeals, and the fact that it was in the form of a judicial decision detracted nothing from its weight. The opinion in question was prepared by Judge Caldwell, and concurred in by Judges Sanborn and Thayer. In speaking of the original appointment of Northern Pacific receivers by Judge Jenkins, these distinguished jurists say: "It is obvious that if an individual or private business corporation had conveyed its property to another for the same purpose and upon the same trusts that the court was asked to take this property, and did take it, the law would have stamped the conveyance as one made to hinder and delay creditors, and fraudulent and void for that reason." This is strong language and contains an imputation under which no lawyer of standing would care to rest, no matter what its source. When addressed to a member of the federal bench by his immediate superiors, it becomes an impeachment which should lead to his speedy retirement, either voluntary or involuntary, from the high office with which he has been entrusted. If this were the first offense it might possibly be condoned as an error of judgment, but it is only one of many acts which stamp this man as unfit to be trusted with power over the property or liberties of others. It is safe to assume, however, that Mr. Jenkins knows why he was selected above several millions of better men for the position he now holds, and no inconvenient sense of shame will ever lead him to voluntarily quit an office where he can be of service to the men who made him.

COMMENT.

The conditions of progress are sometimes unwittingly stated by those who would no doubt vigorously protest against being held to the consequences of their own logic. Prof. Thurston, of Cornell University, for instance, had an article in the May *Forum* bemoaning the decadence of the inventive faculty, which decadence he ascribed to a tendency on the part of the American people to deprive inventors of the rewards which should naturally be theirs; and he hoped to remedy the evil he deplored by inaugurating some sort of a revolution in our patent laws. The New York *Journal of Commerce* very properly took exception to Prof. Thurston's views, during a criticism of which it very truly said: "Necessity, not the patent laws, is the mother of invention. Most inventions are made in order to reduce the amount of hand labor in an article. Occasionally it is the result of indolence; usually it is the result of economy; where labor is a drug in the market there is little occasion for the invention of labor saving machinery, and the most liberal patent legislation that Prof. Thurston could suggest would not develop a race of inventors in Asia. Where the abundance of cheap land makes labor comparatively independent of mechanical employment wages are relatively high and the laborers are proportionately exacting in their conditions, and invention would supply substitutes for hand labor even if there were no patent laws."

Easily procured land and consequent independence of the workers is, then, the primary condition of invention; and as invention is an invariable accompaniment of progress, when the conditions of invention are stated the conditions of progress are also given. Where land is cheap the inventive faculty is stimulated, because where such conditions prevail there are very few idlers and the talent of the community is directed into those channels which tend to lighten toil. But when land has become monopolized to such an extent that it can no longer be procured except at such sacrifices as the workers are unable to make, idlers are very numerous; wages decrease to the point of subsistence; the workers lose their independence; and there is no longer an incentive to invent machines to lighten toil, because human labor is actually cheaper than machine labor. Under such conditions the talent which would normally be devoted to invention is largely dissipated in vain and frivolous amusements; a factor which belongs to progress is thus altered by conditions so as to constitute an actual bar to progress. When we consider the amount of talent so dissipated at the present day it is actually appalling. And it is amazing that those who, like the *Journal of Commerce*, for instance, are able to so clearly perceive

the conditions of progress, should so resolutely set themselves against measures for the maintenance of such conditions. It is amazing that the iniquitous and humanity-destroying policy which deprives the workers of their rights to the land and renders them dependent should be considered natural and inevitable, rather than the result of vicious human adjustments which should be abrogated. And it is more amazing still that the workers should remain so utterly blind to their own interests.

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The *Twentieth Century* charges that "the railroad managers have joined hands in the systematic extermination of all labor organizations," and that the method employed to bring about such extermination is to always hire inexperienced men in preference to experienced ones. The charge may be true, but if it has no other evidence to support it than the tendency to hire inexperienced men in preference to experienced ones, it rests on weak ground, because this tendency is by no means a new one; it is a tendency which railway labor organizations have been compelled to combat for many years past; it is one that has been displayed by managers who have otherwise evidenced no antipathy whatever toward labor organizations; and it is possible to ascribe the tendency to quite other motives than the one given. Although the policy is a vicious one, although it is fraught with very pernicious economic consequences to railway employees, in fairness to the managers let it be said that it does not represent a deliberate conspiracy against organized labor, but merely a policy which has been recognized more or less for a number of years past as a good one to follow in order to obtain employees who work harmoniously with the management they are connected with. There is no doubt a determination on the part of railway managers to exterminate labor organizations, and there is no doubt some concert of action between them looking to that end, but the methods are such as those employed by the "Soo," for instance, and not the hiring of inexperienced men

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There are a great many railroad superintendents whose policy for many years past has been to never hire an experienced man if it could be avoided; evidence of long years of training on some other road is the very poorest recommendation which one in search of employment could offer them. In following this policy they are not generally actuated by any feeling of antipathy towards the unions, but by the very mistaken belief that they will thus get men who will fall in more readily than others with their rules and methods of operation. "The true way to train

men is to employ those who have had no experience, and to break them into the service and the rules and discipline of your own company," is the dictum of a very prominent superintendent. "I never have," said he, "so far as I remember, employed a brakeman or an operator who came from another railroad."

There is certainly something paradoxical about the business of railway operation, if this policy is a good one to follow. If you want trained and reliable men to dig your cellars, build your houses, make your clothes, shoes, etc., hire wholly inexperienced men and train them to be shovelers, carpenters and masons, tailors, shoemakers, etc., yourself! Just imagine a rational being advancing a proposition of that kind seriously, if you can! And yet it is advanced seriously with respect to the business of railway operation. If you want trained and reliable employes to handle the trains on your railroads hire totally inexperienced men and train them to be brakeman, switchmen, telegraphers, firemen, engineers, and conductors, yourself. Truly, that is a paradoxical statement! And the paradox seems all the greater when we remember the frequent admonitions concerning the vital necessity to the safety of the traveling public to have the most experienced men that can be obtained to perform all these functions. However, there is no paradox in the matter at all; the proposition is simply not true. There was doubtless a time when the proposition did have a basis of truth to support it, but since the standardizing of our codes to so large an extent as is represented by the railway practice of the present day the proposition hasn't a leg to stand on. The experienced man of the present day is more apt to give satisfactory and economical service, from all points of view, than the inexperienced one. Like many other customs which have outworn their usefulness, however, the custom of hiring inexperienced men persists as a survival; and there can be no doubt of its injurious effect on the unions, as the experienced men who may be looking for employment are generally union men; and, falling in as it does with the general movement of ostracism of union men which seems to have become a sort of a fad with railway managers lately, it presents itself as being in the nature of a gigantic conspiracy; but it is nothing of the kind, as railroad men who have been in the business for a number of years are in a position to know.

But, conspiracy or no conspiracy, the fact itself is oppressive, and what are the unions going to do with the fact? The steady increase in the surplus of experienced men seeking employment, even

when business is in a normal condition, is a problem which the unions have had thrust upon them for solution time and again. We all know that there is not a single one of the railway unions but has attempted the solution of the problem, and we all know that their attempts at solution have amounted to practically nothing; in spite of their efforts to prevent it the surplus of experienced men seeking employment on railways has continued to increase, and largely through this very policy of hiring inexperienced men. Is it not time the problem had a little science applied to it? A man who has spent the best years of his life to become proficient in the performance of any special function which is of importance to the well-being of society should not be deprived of the opportunity to devote his efforts in that direction, as long as society has need of his services. He should not be compelled to give up his calling to a wholly inexperienced man, merely to gratify the whim, notion or prejudice of some private party who has no other interest to serve than a personal and selfish one. Competency, expert knowledge of the business, should be a leading qualification for admittance into all branches of the railway service as well as any other. "It is safe to say," said Prof. Charles S. Minot in a recent address before the American Society of Naturalists, "that the greatest evil in the social life of the United States is the habitual disregard of competency—a disregard which prevails not only with the people at large, but also among the most highly educated men."

It is this disregard of competency which lies at the bottom of this railroad difficulty, and does not this disregard arise from the fact that we have given into the hands of private parties the absolute control of a public function; we permit private parties to decide matters of this kind just as if they, and not the entire community, were the ones most vitally interested. It is, however, the interests of the general public which need to be subserved more largely than those of any individual or set of individuals. The public desires competent men, and if the railway business was conducted in a manner so that the public will could express itself effectively, competent men would not need to go begging for employment, because some incompetents were filling places which were rightly theirs. Take the ownership and control of the railways from out the hands of private parties and put it where it belongs—in the hands of the public. That is the scientific solution of this surplus labor problem. Experienced railroad men would then be in demand. Let the unions try agitation along this line if they want to benefit their members. "B."

BORROWED OPINION.

California has an excellent law on its statutes, but one which has been inoperative (or at least, made so because no attention was given it). The trial of Durant, an alleged murderer, has caused the legal fraternity of San Francisco to wipe the moss from a law which provides for the "swearing in" of two extra jurors who shall listen to the testimony the same as the regular twelve. If one of the twelve is incapacitated his place is filled by one of the "extras" and the trial is not delayed. This is certainly a good law, for it obviates the necessity of going over the proceedings, like has been the case in several important trials. Every state should enact a law providing for "extra" jurors, if for no other reason than that such a law would materially lessen the expense to the citizenship; insure the defendant a prompt verdict, unless the jury disagrees.—*Railroad Telegrapher*.

It is said that while the great trunk lines are proceeding in this matter (compliance with the coupler law) speedily, the smaller lines are manifesting a spirit of indifference. They hope to secure an extension of time beyond the legal limit. It would seem reasonable to expect the corporations having a comparatively small number of cars and engines to equip to do it at least as quickly as the great lines with many hundreds of changes to make. The trunk lines would be justified in a refusal, which it is said they contemplate, to receive and handle cars which have not been properly equipped. Of course, the success of the law depends upon the compliance by all the railway companies in the country. Diversity of equipment has contributed to the deplorable accidents which called for just such a law as congress passed. The money to be invested in this way will be well invested. The law, which goes into operation at the close of 1897, was passed on reasonable humane grounds, and the corporations which do not comply by the end of this period are likely to feel the edge of the law's displeasure.—*Indianapolis News*.

Unions should depart from their old hide-bound way of doing business, and introduce progressive discussions, such as a Universal Eight Hour Law, Education of Children, Woman Suffrage, the Silver Question, Regulation of the Immigration Laws, Good Citizenship, the Temperance Question. One hour each week devoted to any of these issues would have a tendency towards improving the moral and intellectual standing of the members, they should be better able to ex-

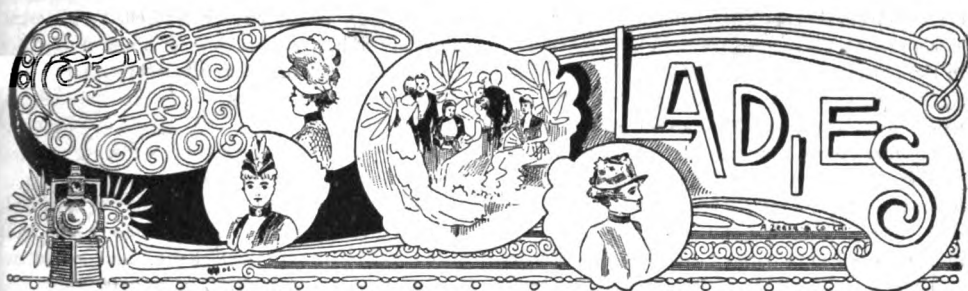
plain the aims and objects of unionism when working or talking with non-union men; their grievances would be listened to more readily by the legislators of the country, and it would have an all-around beneficial result. Unions have been groping in the dark too much in the past; every union in the country should have an annual convention in each state, of their different trades and callings, exchange views with each other and regulate any knotty point that arises.—*Patrick Lally, in Labor Leader*.

In the past, patriotism has been appealed to to protect American industry by taxation, the burden of which falls upon the workers. If the laboring men would but look at it in the proper light, they have right in their hands a protection to American industries that protects with equal force the employers and the employed, and the burden of which falls upon all alike. I refer to the union label. Not one cent's worth of goods bearing the labels of the federated trades of America can be purchased that is made on foreign soil or by foreign labor, therefore the patronage of the label offers the only effectual, fair and consistent protection of American industries, and is most highly patriotic. Let the people who are blowing their breath away in jingo patriotism, or who have been the dupes of the money power and expending foolishly a force of true patriotism, give their attention to advocating and pushing all union labels at all times, and they will show a patriotism which, if followed up, will place America as near paradise as a country inhabited by mortal man can come.—*G. A. Smith in American Federationist*.

The railroad man has had his surfeit of promises and they have been generally broken ones, broken because it seemed not worth while to keep them. Broken because no penalty was attached to the breach of faith. Now, however, there is the time and opportunity for all to act together for the good and welfare of each and every railroad.

The time when every man should forsake all else except the railroader's interests and by his united and solid vote show the power that in him lies.

The power is there. There is no question of this fact, for fact it is, and we wish everyone of call on us for any aid which we can render to the perfection of organization to that end.—*Railroad Employee*.



Editor Railway Conductor:

Receiving many inquiries in regard to the "new work" and wishing all the Sisters might know, "Why" and "When," I will, with your permission, answer through THE RAILWAY CONDUCTOR.

I am well aware that the time has come when the "new work" should be ready. In the hard time incident to the great amount of matter to be gotten ready for distribution, we have to bend under more than ordinary difficulties, and but for the persistent and untiring work of the several committees (to whom we all feel very grateful) we would not yet be able to say we are almost ready to furnish all Divisions with the necessities to begin work according to the recent changes. In our desire for the "new work" we might indulge in criticism, yet those who are doing this hard work deserve only praise and honor. All the work pertaining to these changes has been taken under consideration as rapidly as circumstances would allow. Nearly all are in full sympathy with the work and urge its extension beyond its present limits, and the generous offers of support and assistance are flattering, and we greatly appreciate the same, and when once the ordinary course of Division work is resumed (after the summer vacations) the results can be nothing but such as are calculated to excite ambition and urge us on to greater accomplishments. The "new work" will be ready within the limit of the time given the committee, September 1, and will be furnished all new Divisions free, and to old ones for just the expense of printing and postage.

The new feature of our work, insurance, is one that all should consider with favor; if we can't do this, let us not consider it. The subject of insurance has been presented at every convention I have ever attended, and it has always met defeat, which I believe was best for our cause, for this reason: Our membership was too small to even dare hope for success. This cause is now removed, our membership having increased from 400 in 1892 to nearly 1,600 in 1895; from this number we hope for 400 policy holders, which number will insure the success and repay those

who have retained with unyielding determination the idea of the insurance. We are met by many inquiries, and if called upon to express our opinion, the Sisters would advance logical, concise and strictly "up to date" reasons for desiring this branch added to our Auxiliary work. One reason advocated is, this is an age of insurance for woman. Nothing has been more successful, more worthy of the careful consideration, than that of woman to enter into and successfully carry out the idea of providing for those who live, after they are dead. The "wage earners" of this age can be perfectly independent, so long as they retain their positions and their health. Let him be ever so successful, if he lose position or health, how soon the saving of even years melt away. The same is true also if the wife is so unfortunate as to lose her health and become unable to attend to home work. How often (almost daily) we find whole families thrown upon the charity of friends, when just a little denial would have insured against such an event. In the Auxiliary insurance the plan is simple, yet is constructed upon principles and governed by laws that cannot fail to please the most exacting. All possible caution has been taken in completing the plan, and all are invited to try for themselves its efficacy.

It was my good fortune to meet the President and Secretary of the Insurance at the home of the Secretary in Englewood, Ill., not long since—and talk—I never heard so much insurance talk in all my life. Both Sisters are good talkers; what they don't know about insurance isn't worth thinking of, and I warn all, if you come within reach of these Sisters' voices you will be a convert, and will wonder how you ever lived without being insured.

I am wondering how many will consider the assistance they can render, not only the Insurance, but their Sisters, by taking out a policy. You may have no one who needs this, but some Sisters have. You would not miss the thirty cents a month, but it might be such a blessing to one less fortunate than you. What a credit it would show in your charity account.

Then we meet those who are going to wait until it is proven a success, then they will take it up. These Sisters do not realize the obstacles they put in the path of those who wish for the success of the Insurance. But this is not the first cause, when those who should be its strong support, wait until others more generous and enterprising work hard to achieve success, and when the time comes for merited praise, those who have "waited" are eager to say "I am a member also." I have faith in our Sisters, and believe they will come to our assistance.

Do not wait for "success," but by your assistance make the Insurance a complete success "from the beginning," which will be the result if 400 take out policies.

With best wishes for all conductors' wives, I am
Respectfully,

Toledo, O.

MRS. J. H. MOORE, G. P.

Editor Railway Conductor:

We are not an Auxiliary yet, but hope to be soon as we are all ready to be adopted Sisters to the O. R. C. as soon as our organizer comes. For that reason we hope you will find a little space in your columns for the Utah ladies, Sisters that are to be.

Brother Garretson was here a few days ago to give the new work to the O. R. C. We ladies thought it an excellent opportunity to give the Brothers a banquet, which we did. It was a complete surprise and thoroughly enjoyed by all. After glancing over the Brothers in attendance we found that one of the most important of their number was absent, and a little inquiry disclosed the fact that he had not attended Division meeting for two years. Taking our wife into our confidence, we concluded to send the undertaker for him post-haste. He arrived on time and hurried to the dining room for us to see if he was not a lively corpse, and we thought so before he was through his supper. I have promised not to tell his name, so will only give his initials. They are J. H. Rine. There! I have told it, but it is just like a woman, but not the new woman. Then there is our handsome yardmaster, E. Crocker; just ask him if he don't like ice cream. After supper we adjourned to the hall where Brother Crocker introduced Brother Garretson, who gave an address for the good of the Auxiliary. It was an eloquent effort and had a good effect, as quite a number of ladies signed our petition. Mrs. Ed. Boyd responded on behalf of the ladies in her usual graceful and pleasing manner, after which a vote of thanks was tendered Brother Garretson for his timely and efficient aid.

Markel gave us a recitation which was highly appreciated. Card playing then filled up the evening till twelve o'clock, when we all took our departure, feeling more than pleased with the success of our entertainment.

Ogden, Utah

"SAGO"

Editor Railway Conductor:

Here I am knocking for admittance again, after such a long silence. I have been away most of the summer with a sick baby, and could not concentrate my thoughts on any subject long enough to write. I have just read Mrs. Hobby's letter from our Division and am almost inclined to resign in her favor. If I have a talent it certainly is not for letter writing, and the fact is I have never been able to find out what that particular talent is.

We have had the misfortune to lose one of our best, most faithful, as well as most beloved members, Mrs. M. J. Land, her husband having taken a position in another city. We miss her bright, winning presence more than we can tell. She was always with us, always willing and ready for anything for the good of the Division or one of its members. Division 180 had to lose its Chief Conductor also. I know you who were with us during the convention will hear this with regret. We hope some other Division will be the happy gainers by our great loss. But as the wonderful International Exposition will soon be here, we hope to have them come and visit us. Our doors as well as our hearts will be open to them.

Our Auxiliary is still in a flourishing condition. We have one or two petitions for membership at every meeting. After all of the convention we still have a nest egg in our treasury and have been able to assist the home for disabled roaders, for which Brother Coffin is working hard, and the railroad department of the Y. M. C. A., which is now engaged in the purchase of a piano.

Our last meeting was quite interesting. Our delegate during the convention, Mrs. Z. Martin, did us such faithful service we felt that gratitude was not sufficient, so we decided to give her a little present. As you all know, this business had to be brought up before two meetings to make it legal. Some excuse had to be made to get her out of the Division room for a time, and she, not even having a suspicion of what we wanted, was a little hard to control, hard to convince that anything outside required her attention. At our next meeting we make the presentation.

I hope everyone who attended the convention will come to our Exposition and bring all their sisters, cousins and aunts. Golden Rod Division.

No. 43, L. A. to O. R. C., will be here and joyfully extend to all a hearty welcome.

We were the happy recipients of a beautiful alter pillow from Division No. 6, of Toledo, Ohio, sent by Mrs. Sewel. We hardly know how to express our gratitude. Had I the whole English language at my command, I could not better express myself than to say "We thank you, and wish you every success, and hope you may prosper as we have done, (you could not do better, for we have the Dustan medal.") I have been wondering if any others have been so fortunate as to receive our Grand President's picture. We, each of Golden Rod Division, No. 43, have one of her splendid photos. We are proud to be thus remembered. She has been most cordially thanked by the Division, but I gladly embrace this opportunity to thank her individually.

Atlanta, Ga.

MRS. C. V. RAINER.

About the only reason we have for regret, is to be found in the fact that a few of the Brothers do not take the interest in our organization they should. In my opinion, it would be for the benefit of both Orders, if the members of each took more interest in the doings of the other, and were more ready to assist on every occasion.

Sister Ross, our delegate to the Grand Division, brought us an excellent report of that body. On the whole we were very much pleased with what was done there, and hope that it will result in the accomplishment of much good for our organization. She also presented the Division with a pair of handsome gavels, brought from Chattanooga, which were highly appreciated. Sister Ross is our President, and it was to the fine cake she presented at the time of our festival, that we were indebted for no inconsiderable part of the financial returns.

MEMBER DIVISION 47.

Harrisburg, Pa.

Editor Railway Conductor:

The columns of THE CONDUCTOR have never been burdened with news from Harrisburg, and a few items regarding our work and progress may be found timely and appropriate. Keystone Division is still in the land of the living, and prospering both socially and financially. We feel greatly encouraged over our success in securing new members, there being but few meetings when we do not have at least one name to consider. If all the members of the O. R. C. could be brought to thoroughly appreciate the merits of the Auxiliary, and to urge their wives to join, we would soon have a grand army enrolled under the banner of "Charity and True Friendship."

August 4th was Brother Gibbons' birthday, and somehow or other, the Sisters found it out and determined to commemorate it by surprising him with a social. We met at the home of one of the Sisters and called upon Brother Gibbons in a body. Of course he knew nothing of it, and when he saw the delegation coming, took to his heels, but was captured just as he was about to jump the fence, and was brought back in triumph. We had a splendid time eating cake, ice cream and watermelon. It was not until a late hour that we finally separated, wishing for the Brother many happy returns of the occasion.

On August 15th we gave an ice cream festival at the home of Sister Conrad, on New Fifth street. It proved to be a very pleasant affair socially, and I am happy to report, that it added materially to our finances. There were a number present from Sunbury, who went home well pleased with their evening's entertainment.

Editor Railway Conductor:

So long a time has passed since Division No. 29 has been heard from through the columns of THE CONDUCTOR that our Sisters may think we have lost interest, or been stricken out. We have had little of interest at our meetings to write of, so many members having had sickness and other unsurmountable troubles. Many have been out of the city and I regret to say that some have forgotten the sacredness of the obligation taken when initiated. They all claim our sympathy, both in their affliction and weakness.

We had hoped for a lengthy letter, full of interest to our readers, from our delegate to the Grand Division at Atlanta. Her verbal account to Bluff City Division was most interesting and gave promise of greatly renewed interest to our members. We are proud of the honor extended her, and to us through her. She returned full of hope, enthused with the desire of making this the banner Division of L. A. to O. R. C. But "Man proposes, God disposes," how true and unfortunately so in this case.

Sister Leopard, though much improved by her trip, soon found her strength giving way under her great mental activity. Her physician and friends urged her to make a change of climate, but not until she was advised by telegram of the illness of her father did she consent to leave. We sincerely hope the change will benefit her and that she will return to us full of strength and health, with the determination to build up our crumbling hopes.

It was with sorrow we listened to the brief lines written by our Grand Secretary and Treasurer,

telling us of her great loss in the death of her husband, Brother W. E. Higgins. Our hearts go out to her with profound sympathy in this her great bereavement. May "He who doeth all things well" bind up the bruised heart of this afflicted one. We tender her our heartfelt condolence.

We trust with cooler weather our stray ones will be gathered into the fold, make us stronger in numbers and good works, and be truly Sisters in P. F.

Mrs. W. H. S.

Memphis, Tenn.

Editor Railway Conductor:

Well, I think it is time Turner Division No. 28, down here in the sunny south, was having a chat with the Brothers and Sisters through the columns of THE CONDUCTOR. I want to say right here, when in one of my previous letters, I made mention of the different members of this Division who resided in other towns I overlooked Sister H. Johnson, of Williams, Arizona. She is many miles away from us, but is with us in our thoughts, as her parents reside here. We hope to have her meet with us some time again in the future. The members of Lone Star Div. No. 53, O. R. C., gave a grand basket picnic at Armstrong, I. Ter., the 23rd of July. They ran excursions from different points to that place. The members of Turner Division had charge of the refreshments and cleared \$71.00, and the conductors made—there, I don't believe I will tell how much, no doubt their correspondent will write and tell you all about it. Well, at any rate they got rich in "experience."

Turner Division is making preparations for conferring the O, Why degree on our brothers here, and lucky is he that is in good standing in his division and receives an invitation to be present at our O, Why. Remember this is different from the O My degree. When we get through with the initiation I imagine I can hear them say, "O, why did I ever flirt?"

At the last convention of the L. A. to B. R. T. they decided to observe the 23rd day of September as memorial day and decorate the graves of all railroad men, and members of all auxiliaries. They have the hearty co-operation of all the railroad orders here, and the committees from the different orders will meet the fourth Thursday in this month and make final preparations. There will be a nice program arranged, and there will be nothing neglected to make the day a notable one. The expense is to be shared by the different Orders. I hope the time is not far off when that day will be observed all over the world, for the cause is a noble one.

Sister Higgins has the heartfelt sympathy of this Division in her sad bereavement in the death of her husband. May she look to Him for comfort.

Our next tea is to be given by Sister Miller, and instead of having tea she has promised to treat us to ice cream,—of course we will all be on hand.

Our Division is not growing so fast as it might, but when the weather gets a little cooler I have grave fears that we won't be able to accommodate the rush, but we will do our best.

We were delighted with a visit from Sister C. B. Smith, of Ennis, Texas, not long ago.

Mr. B. G. Cook of Lone Star 53, tendered his wife a delightful surprise party the 10th of this month. She received some very nice presents, among them was a gold watch and chain from her mother and husband. There were about thirty present and the evening was passed very pleasantly in games and music. The "donkey" was on hand promptly and caused a great deal of merriment, Mrs. Jackson being the lucky winner of the prize. It was nearly church time in the morning before the merry company dispersed for their respective homes.

I will tell all about our O, Why, entertainment in my next, and any Brother lucky enough to be present will never regret it.

Denison, Tex.

MRS. C. B.

Editor Railway Conductor:

It is my pleasant duty to report to you the continued success which has come to Joseph York Division of the Auxiliary during the present summer. We were organized last February with twenty-four charter members and now have a Division of which we may well be proud. At the time of our organization we were highly honored by the presence of Sisters Hodges, Pennell, Forbes, Betts and Lahif, also Brothers Hodges and Lahif, all of Cleveland. After the installation of our officers, these ladies conferred a well-to-be-remembered degree to a number of our Brothers from Division 32. It is to be hoped they will remember the obligations that they then took.

Since we have been organized our meetings have all been well attended and we have made an excellent advancement in membership and sociability. We have had a number of socials at which we were entertained by Sisters Fairchild, Keefe and Kelsoe.

Our May party given in Phoenix hall on the evening of May 31 last, was one of the most delightful social gatherings ever held in our city,

and its financial returns were equally pleasing. May good luck attend the O. R. C. and the Auxiliary.

MRS. BESSIE COYLE.

Meadville, Pa.

Editor Railway Conductor:

Mascot Division No. 59, has not been heard from for some time, and as the ladies do not hear enough from me at its meetings I will just pen a few lines.

We are about forty-five in number with the prospect of several new members.

The excursion of Division 157, O. R. C., which was enjoyed by many Sisters from Mascot Division, I believe you have heard of from Brother Smith; also of their goat. Now I do hope that the summer vacation and Brother Varney's training will quiet him, for if it does not we all feel sure that the next candidate will not live through the ceremony.

Sister Chapman, our vice-president, invited the Division to meet with her on July 11th and those who did not go do not know what they missed, and those who did cannot tell them, as we find it hard to describe such a good time. Brother Chapman was there to assist in the hospitality, and so genial and charming a host and hostess it is seldom my privilege to meet. Everyone present declared it to be the very best time we have had together.

Since we first organized we have had two presents, first the gavels for the Division room, presented with best wishes from Brother Page; second, a cash remembrance from New England Division No. 157, O. R. C. For both we are truly very thankful.

THE CONDUCTOR is eagerly looked for and enjoyed by all the members. Our regular correspondent has been absent for some time, but will perhaps be able to attend regularly when cooler weather comes.

Our President, Sister W. R. Mooney, was absent for the first time at the last meeting, but we will excuse her this time, as she writes she was too sick to come.

Wishing the L. A. every success possible and the O. R. C. the accomplishment of all good work, I am

Boston, Mass.

MRS. T. R. WASHBURN.

Editor Railway Conductor:

Owing to important home duties our Corresponding Secretary has resigned, and for some reason the Division has selected me to fill the place. While I can but regard the choice as an unfor-

tunate one, I can but do the best in my power, trusting that all mistakes will be charitably overlooked.

Enterprise Division, No. 14, has been having a prosperous summer, and the indications are that the present year will be the best in its history.

The picnic which we gave last June for the members of the O. R. C. and their families, was a pronounced success. We are certainly under obligations to the Brothers of 216 for the assistance they gave, contributing so much to that success. It was our good fortune to have several of the Brothers and Sisters from Marion with us on that occasion.

We continue to hold our semi-monthly teas and they have been successful in every instance. One of the most enjoyable of all of them was given by Sisters Martin and Keating, of Elgin. The refreshments served on this occasion were none the less enjoyed because some of our number were obliged to travel twelve or fifteen miles before breakfast. Sisters Martin and Keating proved themselves to be royal entertainers, and we will all be delighted to visit them again if the invitation is forthcoming.

We are at work at the present time on a crazy quilt which we expect to raffle off at ten cents a chance. It will be a beauty, and any Brother or Sister who wishes to aid in a good cause may forward the necessary ten cents and we will warrant that all have a fair chance at this most valuable prize.

Ours is a small Division, but our members are live and energetic workers and we are bound to succeed. All sister Divisions have our best wishes for a continuation of the prosperity they have enjoyed in the past.

Ottumwa, Ia.

MRS. J. W. YETTS.

Editor Railway Conductor:

It is my pleasant duty to inform you that we have organized a new Division in Boone. Mrs. J. H. Moore, our Grand President, was with us from July 1st until the night of the fourth. July 1st was our regular meeting day, our Grand President being with us. We had a very interesting meeting. Mrs. Moore did all in her power to persuade us to keep the charter, but we felt under the existing feeling the best thing we could do would be to surrender it.

We organized a new Division of twenty charter members, July 2nd, and named it "Hand in Hand Division." The officers who have charge of our Division are: President, Mrs. H. P. Kneeland; Vice President, Mrs. Chas. Anderson; Secretary

and Treasurer, Mrs. Chas. Boswell; Senior Sister, Mrs. James Beatty; Junior Sister, Mrs. Chas. Hamlin; Guard, Mrs. Rabbitt; Correspondent, Mrs. D. W. Barrett; Chairman, Executive Committee, Mrs. Thos. Walling.

We are all in love with our Grand President and hope we may have an opportunity to meet her again. We gave a picnic the fourth of July, and had the pleasure of having Mrs. Moore with us.

Although we have been organized so short a time, we have had a lawn social at the home of Sister Meise, which was a decided success both socially and financially.

We had an O. R. C. picnic the first week in August, down to the river at a place called, from the rocks around there, "The Ledges." It is about eight miles from Boone. We all had a very pleasant time. The most important features of the day were, first, dinner, of course we were all ready to eat as soon as we got there. When dinner was spread, (and such a dinner as only the O. R. C. ladies can get up) there were about fifty partook of it. We all spread shawls on the ground and sat on them to eat our dinner, except Mr. Kneeland, who is the better half of our worthy President. He had to have a reserved seat and have his dinner served on his lap. He made great sport for the rest of the crowd. After dinner was cleared up most of the company prepared to go in wading and bathing. Those who could not go in the water enjoyed themselves by lying in the hammocks or watching the others. About 5 p. m. we had our supper, and we started for home about 7 o'clock, arriving at 8:15. It was the candid opinion of all present that they had as nice a time as they ever had at a picnic.

We hold our meetings in the Red Men's Hall on the first and third Mondays of the month at 2 p. m., and will be pleased to see visiting sisters at any time.

MRS. D. W. BARRETT.

Boone, Ia.

Editor Railway Conductor:

With the assistance of several of the Sisters from Foote Division, No. 72, of Kansas City, Mrs. J. C. Kimball organized an Auxiliary to the O. R. C. at the Masonic Hall in this city, on July 3rd. After the ladies had organized and elected their officers, the Brothers were invited to open installation, where the following were duly inducted into office: President, Mrs. W. Simpson; Vice President, Mrs. O. H. Foote; Secretary and Treasurer, Mrs. J. Mahan; Senior Sister, Mrs. W. Hoover; Junior Sister, Mrs. Geo. Buck; Guard, Mrs. W. A. Anderson. By a unanimous vote the Division was named Kimball Division,

after Mrs. J. C. Kimball, the organizing Sister from Kansas City. After several speeches from the Brothers present, all took carriages and drove to the beautiful residence of Mr. and Mrs. O. H. Foote on Strong Ave., where an elegant banquet waited their arrival. It had been especially prepared for the occasion and every one seemed to do justice to the many delicacies. The evening was spent in a most pleasant manner and the new Division was thus started under most favorable auspices.

Argentine, Kan.

"AT HOME."

Editor Railway Conductor:

Following is the list of the officers elected by Mascot Division, No. 59, to serve during the present year: President, Mrs. W. R. Mooney; Vice President, Mrs. T. M. Chapman; Secretary and Treasurer, Mrs. T. R. Washburne; Senior Sister, Mrs. G. A. Silsby; Junior Sister, Mrs. W. R. Page; Guard, Mrs. R. E. Beal; Delegate to Grand Division, Mrs. Silsby; Alternate Delegate, Mrs. Washburne; Chairman Executive Committee, Mrs. M. H. Marr; Corresponding Secretary, Mrs. W. H. Toner.

Mascot Division No. 59 is alive, even if you have not heard from us, but a distance of fifty-eight miles has prevented me from attending all of the meetings. Being a new Division the members thought it better not to omit any of their meetings, so we have met, if the weather has been warm. We have made a number of plans for the fall and we are all looking forward with much pleasure to try the new work.

Our Vice President, Mrs. M. Chapman, entertained Mascot Division, at her home, and from all I heard the same exclamation, "O, you don't know what you missed by not going!"

Our Secretary and Treasurer, Mrs. T. R. Washburn entertained the Division this month, but as I was not able to attend these gatherings. I hope some of the Sisters will write and tell you about the good times they had.

Sisters, have you read the letter from Division 122, in THE CONDUCTOR for August? I hope by September that all the O. R. C's will urge their wives to join Mascot Division, for if it is necessary for the men to have recreation, why, of course, their wives will be benefited in just the same way.

Perhaps, if the conductors' wives should join, the Brothers might attend their meetings more often, as in the winter season we meet on the same Sunday as Division No. 157, and in the same building, so I think the Brothers will want to go if their wives are going.

What a grand time everyone did have at Atlanta. It is a pleasure to read the Sisters' letters telling all about their visit and its pleasures.

COR. OF MASCOT DIVISION, No. 59.

Portsmouth, N. H.

Editor Railway Conductor:

It is with pleasure that I announce to the Sisters the formation of a new Division in our city. We started July 3 last, with fourteen charter members and expect several more, as sickness detained some of the O. R. C. ladies from our first meeting. We are indebted for our organization to the ladies of Kansas City Division, and especially to Mrs. J. C. Kimball, for whom we named our Division. The Brothers of Division 368 have also been very kind to us, encouraging the organization in every way and giving us the use of their hall free for two months. Although we have been in existence so short a time, we have already been called upon to part with one of our number, Sister Anderson having been compelled to move from our city. She has promised to keep us in mind, however, and will visit us as often as possible. On the evening of August 5th we gave a party in her honor. The time was spent with music, dancing and games and an elegant luncheon was served. The attendance was excellent in spite of the hot weather, of which Kansas has its share, and the occasion was as much enjoyed as was possible, considering we had gathered to bid farewell to one of the best beloved of our Sisters. No matter whether the weather is hot or cold we expect always to have a good time and assist others to do the same.

On the 17th of August we gave an ice cream social which has left us proud in mind and rich in purse by its success. The Sisters worked very hard to secure that success, and much credit is due the Brothers who gave us such able and kindly assistance. Our hall was beautifully decorated, and for music we had a string band from Kansas City, Kansas, a piano, and a gentleman who favored us with the latest airs. Having done so well in this instance we are looking forward to repeating the effort in the near future.

Since organizing our Secretary has resigned and Mrs. Failor was chosen to take her place.

We have a warm welcome in waiting for all visiting Sisters, and wish for them all the highest success.

Argentine, Kan.

MRS. N. FAILOR.

Editor Railway Conductor:

It may be a little late to report but I am sure your readers will be glad to learn of the organization of a Division of the Auxiliary in our city.

We call it the Tri City Division No. 75. and expect to make it worthy of the name it bears. While our membership is not so large as some, it is made up of earnest workers and they will soon place the new Division among the most effective of the Order. Not the least encouraging feature of our new organization is the wisdom shown in the selection of officers. With Mrs. M. F. Archer for President and Mrs. J. E. Kearney for Secretary, the first year cannot fail to be filled with well directed and successful work.

Rock Island, Ill.

MRS. A. B. CURTIS

Editor Railway Conductor:

The charter of Bethlehem Division No. 1, L. A. to O. R. C., is the second time in the space of three and one-half years, draped with the emblem of sorrow. God, in his mysterious providence, Aug. 20th, called to her eternal home our Sister, Alice Fishley, together with her infant babe, four days old, both being buried in the same casket, the babe sweetly reposing in the mother's arms.

Brother Fishley has two little ones left to his care—bright, beautiful children they are—who, as they grow older, will serve to lighten this great burden of sorrow under which he is now resting. One Sister said it was the saddest funeral she ever attended; and indeed, the hearts of all ached for the bereft husband and motherless little ones who henceforth will never know a mother's love—and although they are surrounded by kind and willing friends who will gladly do all in their power for them, and love them, too, there is no love like a mother's love. Our Brother has the deepest sympathy of all who know him, in the loss of his young and devoted companion.

As the new burial service was not yet in print, the members of the Division merely carried out the old form with the exception of having the circles trimmed with smilax and white carnations—now our emblematic flower—instead of crape; each Sister also wore carnations, which were affectionately cast in her grave, while singing "God Be With You 'Till We Meet Again," and tears of genuine sorrow were shed that one so young and lovely should be lost to our sisterhood forever.

And yet, not lost—but gone before,

Her work on earth all done,

Her spirit flown to the Heavenly shore,

Now beckons us to come.

God's love, dear Brother, will endure.

He has suffered you to grieve

That to Him, your heart He may allure,

And in His love believe.

Whom God loves best, He spareth not.

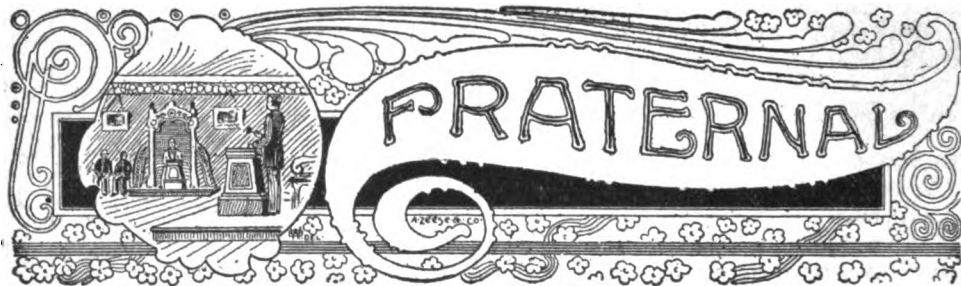
Comfort thy heart with this.

Submit and trust 'tho' hard thy lot.

And win eternal bliss.

Cleveland, O.

MRS. C. P. HODGES.



Editor Railway Conductor:

After several months of silence I again invade your sanctum as the regularly appointed correspondent of St. Louis Division No. 3. I feel it my duty to let all readers of THE CONDUCTOR know what we are doing in the big city by the Father of Waters

Like the good city, whose name our Division honors, St. Louis Division No. 3 has no booms of temporary activity, but just jogs along with a good, healthy, substantial growth all the time. Like the grim reaper, but in a different manner, we "gather them in" as fast as they become ripe. The most noticeable difference between the grim reaper's harvest and No. 3's is that with few exceptions our harvest consists of live men, with now and then an animated corpse, but these are so largely in the minority that their presence is not noticed, nor their absence commented upon.

Brother Wilkins was with us August 5th and exemplified the new work to about seventy five Brothers, and I believe it was voted by one and all a marked improvement on the old work. I will say right here, and I believe I am voicing the sentiments of all live conductors running out of St. Louis, that visiting or travelling Brothers may expect a very chilly reception if they visit our village and expect to gain recognition or favors by virtue of the old work or a plea that they have not had time or opportunity to get the new work. There is no member of the Order who, if he is in good standing, is too poor to write his Division, if he is away from it, and get an order for the new work and current pass words. "A burnt child dreads the fire," and as some of us have been quite badly singed by bogus conductors, we say to one and all who come this way, come loaded, not with jug juice or Kentucky spring water, but with a complete knowledge of the new work. A word to the wise is sufficient, and if any member of the Order gets turned down on this account he will have but himself to blame.

I believe it is a correspondent's privilege to record events as seen by himself. As seen by the undersigned, St. Louis Division is the most liberal

on record, I believe. Collectively as a Division we go to the meetings and vote our money away on any and every motion that can get a second, and then go home feeling quite sanctified over our charity, feeling perhaps we have done our whole duty, regarding the greatest of all the virtues. But how is it when we are appealed to individually. "There's the rub." 'Tis then we find that we have become suddenly embarrassed financially, that we haven't a dollar in our pocket, and none in sight, and so on, ad infinitum. Perhaps some one will recognize the above, and those who do not can draw a theoretical picture of a Brother who has lost a position through no fault of his own. He has a wife in poor health and perhaps children. He is offered a position in a distant part of the country, but has not got the means of getting to it. We know him well and have often listened to his words of good counsel and advice in our meetings. We know him as a Brother who has never been appealed to in vain when he was in a position to help. Compelled by circumstances to appeal for aid, we are surprised at the awful poverty existing among our Brother conductors and also at the causes leading up to such a state. Following up the theoretical case we will state that the Brother got to his position and his family did not suffer, and that he sent for them and we trust they are now a happy and re united family. Thanks to a few multi-millionaires belonging to St. Louis Division No. 3.

Like the rag business, the railroad business is picking up on all roads centering in St. Louis, and as far as we know everybody is even with or ahead of the month, with a good prospect for continued prosperity. Hoping this may be the case throughout the land, I remain,

Kirkwood, Mo.

ED. E. WILLIAMS.

Editor Railway Conductor:

As we have had the pleasure of a visit to Division 122, from our Grand Chief Conductor, Brother Clark, I cannot fail to write about the good that his visit has been to the Order in this

vicinity. Owing to Brother Clark's late arrival and early departure we were unable to arrange any special plan for his entertainment, but nevertheless we had a good meeting and I have no doubt but that he enjoyed his short stay. Brothers Wright and Mooney of the Board of Trustees accompanied Brother Clark, and the members were very favorably impressed by Brother Wright's good humor and straightforward manner. He is evidently the right man in the right place. (No joke) Of course Brother Mooney, hailing from a Boston Division, is well known to all of our members and needs no praise from my pen. We had about one hundred Brothers in attendance from Divisions all over New England, and that was excellent, in view of the fact that the rain came down in torrents from early morning until the Division opened. As Division 122 had two candidates for initiation in attendance, we all had opportunity to see the exemplification of the new ritual, with Grand Chief Conductor Brother Clark in the chair. The initiation went off all right, one candidate, Brother Dan O'Brien of the B. & A., having a hard tussle with our diminutive rocky mountain goat. When it came to the rendering of the ritual, after some coaching by the Grand Chief Conductor two Brothers from Worcester Division 237 received the most applause, but Brothers Balcom and Reynolds had evidently stolen a march on the rest of us, as they were almost as perfect as the Grand Chief Conductor. However, we will be laying for them next time.

Our Chief Conductor, Brother Tait, jumped on Brother Coyne about what I said in my last letter in regard to the N. Y. & N. E. being absorbed by the Boston, Revere Beach and Lynn, and backed up by Brother Carlisle and a few more, they more than laid Brother Coyne out, but they will have to go a little deeper and not jump on innocent persons. If Brother Tait will be patient until the re-organization of the N. Y. & N. E. under the new management he may see my statements verified.

I see the Brothers from the Fitchburg railroad were stopping at the Park Square Hotel while they were in town. Well, the Park Square is O. K., but it will never do for the New Haven Brothers to go there as it is a little close to the station and the snap shot might get in its deadly work.

The time is now ripe for the Massachusetts Division, to get together and establish a legislative committee as provided for in the constitution and as explained by the Grand Chief Conductor, Brother Clark. It certainly is time that the O. R. C. should unite in this state and work together harmoniously, and thereby benefit themselves through legislation. Any reader of THE CONDUCTOR

can easily see that the Order has been benefited in other states and can have the same benefits here if we only formulate our demands and have a committee to look after them when they are presented to members of the legislature. I have no doubt but what we could get a law passed that would make it illegal to compel all applicants for work to fill out an application blank, because this custom works just the same as a black list, and railroad officers will, in a good many instances, hire green men in preference to old railroad men, simply because they have been guilty of an error of judgement in the opinion of their former employers. In this noble, free and enlightened country, that is only held together by the action of the Belmont-Morgan syndicate of bankers in relation to our gold reserve, it is getting harder every day for the ordinary working man to secure a living, and with devices like the application blank it will not be long before all who are now railroading will be carrying the hod and other more servile slaves who will keep out of organizations will be helping keep up the death rate on railroads. It certainly is gratifying to us citizens, us free voters, we, the American people, to read in the plutocratic daily press how the hard working bankers are holding our government together by putting a couple of millions of gold in the treasury today, in place of some they took out yesterday, and we cannot see through the farce. It is time every man read a little on this subject of social government, and not read all the bankers' side of it, either. What the working man wants to do is simply grasp the idea that the producer supports everybody, himself, the banker, the banker's servants and their dependents, then we will probably have a little more intelligent voting and less wrangling how to part your hair Sundays and what streets to use going to church.

Wishing to have the pleasure of seeing our other Grand Officers at some early date, at meetings of Division 122, I will now close, meeting O. R. C. and L. A. success.

"122."
Boston, Mass.

Editor Railway Conductor

Since Division 172 has not been very prolific in the matter of correspondence, you may perhaps find space for my first essay in that direction. Some of the Brothers may have feared that we had gone out of business, but I wish to assure them that such is not the case. We are alive and doing well, though at one time things did look a little dark for us, I must confess. This, however, was due to our want of energy and push in carrying on the work of the Division. We had been

meeting but once each month when one of the Brothers suggested that we hold two meetings in the place of that one and everyone pledge himself to attend whenever it was within the bounds of possibility. This was done, and since we have been meeting on the second and fourth Sundays of each month the attendance has greatly improved. We have put our shoulders to the wheel and the better work is already beginning to tell, as we have one or two candidates for every meeting.

We have moved from our old hall on 11th avenue, to Ramey's hall on 12th, and the change has already proven very beneficial. The new hall is well furnished and one of which we need not be ashamed in any way, and that fact has brightened our prospects for securing new members.

Brother G. N. Condo, one of our youngest members, had a slight stroke of paralysis on July 24 last, but I am glad to be able to report that he has so far recovered as to be able to be about the house.

"S."

Altoona, Pa.

congregation are making special preparations in the way of fine music, and I am confident no one will be disappointed in the sermon. Anyway, let us show a spirit of appreciation, at least.

Business is very heavy on the P. R. R. at present and the men are all making reasonably good time, which is an indication of business picking up throughout the whole country, as no one notices the fluctuation in business more readily than the railroad man. We hope a better time is coming, and we can help bring it along. I do think that every wage earner is, to a great extent, responsible for his own condition, and we are all responsible for our condition as a class. It is time for us to do our own thinking, and not allow someone not at all interested in our welfare to do the thinking for us; action is what is wanted, not idleness. What can we expect without energetic action on our own part. "Wake up to a lively sense of duty" should be the cry of everyone of us.

Wishing the Order still future success, I am
Harrisburg, Pa. "Mox."

Editor Railway Conductor:

Our meeting on September 1st was attended by about twenty five members, anxious for a lesson in the new work, and the meeting of August 18th was attended by about forty. Brother L. Clay has been putting the Brothers through school pretty thoroughly, and some seem to have finished the course. All appear to be perfectly satisfied, and express themselves as being delighted with the new work.

Dauphin Division has some eight or nine applications out for membership, in the Order, seven of which have been given to passenger conductors, with prospects for more.

We are glad to state that Brothers Wood and Gibbons are at work again; but Brother J. Kauffman, of Mifflin, is on the disabled list, nursing a hand, which member he had caught while making a coupling in the Mifflin yards, of the P. R. R.

By request of Dauphin Division, Rev. G. S. Duncan, Ph. D., of the Westminster Presbyterian Church of this city, will deliver the annual sermon to the O. R. C. men, on Sunday, September 22nd, at 7:30 P. M. All the other railroad organizations are respectfully solicited to participate in attending these services. We would like to see a large turnout, especially of our own members. If some members are not in the habit of attending church, they should try and be present once a year on the preaching of the annual sermon; let every member who possibly can, be present on this occasion. I consider a good turnout on such occasions a good showing for the Order, and a credit to any organization. The members of the

Editor Railway Conductor:

Since our last letter in *THE CONDUCTOR* Colorado has been visited by school marmes, rain, washouts, and rheumatism in quantities (excepting the former), that greatly exceed the demand. The Silver State has surely lost the belt for fine weather which she has carried so long, and we hold the N. E. A., which met in convention here in the early part of July, responsible for our overproduction of bad weather. We had an almost continual fall of cold rain while they were here, and if any of our eastern friends who are suffering from excessive heat will pack their fall overcoats and cloaks and visit us, we guarantee they will find more use for those articles than the refreshing palm leaf or circus fan, unless old Sol changes his mind very shortly. The excursion business has been crippled considerably on account of the weather, and railroad men have not reaped the harvest in extra time they usually do at this season of the year.

Some of our Brothers have been slack in attending Division meeting, owing to having too much "unfinished business" at parks, Dutch picnics, etc., to occupy their time. Well, boys, we used to like that kind of amusement—and do yet—but can't you make arrangements with your best girl to "annul" the afternoon run on meeting days and run an "extra" or "double the road" in the evening, or in other words, "hold" for "meeting orders." She ought to be willing to do this two afternoons each month. Some of these negligent members, we observe, are "de feature in de lust set" when they are in trouble. We are not allud-

ing to those whose real duties require them to be elsewhere, but those who can, but won't attend.

Brother Ed. Stout has the sympathy of the Brothers and Division 44 in the loss of his wife, on July 23. She died very suddenly, and while he was away on his run.

The many friends of Brother Jno. Kissick, who represented Division 44 at the Grand Division, will regret to learn that he met with a very severe accident on July 26 by being struck by a cable car and dragged about fifty feet. He was riding his bicycle, being between the two tracks when two cars met, breaking his left arm above the elbow and bruising him badly in several places. He is on the mend at this writing.

News comes that Brother Austin Sadd, of Los Angeles, Cal., a member of this Division, is laid up with a crushed hand, and is in a very bad condition. He has had two operations performed, and is said to be in danger of losing the hand entirely. Himself and wife have the sympathy of our Brothers.

Some new passenger runs have been lately put on the R. I., the Gulf and the D. & S. P. out of Denver, and Brother Stemmetz fell heir to the night run between Denver and Leadville on the Park.

A special meeting will be held on August 26 by Division 44, on which occasion Brother Garrettson will be present to introduce the new work. We expect representatives from all the Divisions of the state here to receive it. Our sick Brothers are on the improve.

Our Charter is draped in mourning and Division 44 is much grieved over the loss of Brother D. W. Miller, who met such a cruel and sudden death while in the line of duty on the 3rd of August, near Raton, N. M. The funeral was conducted by Division 44, of which he was an honored member, and the remains were accompanied to their last place of rest by a host of friends. Division 44 and Division 23 L. A. turned out in a body. The floral tributes were many and beautiful. A circle of flowers with punch in center and the letters O. R. C. from Division 44, an open Bible from Division 23, a broken wheel with the word "Husband," and a number of bouquets from friends of the family, were very touching and appropriate. The bereaved widow has the entire sympathy of this Division in these dark and gloomy hours.

Brother Geo. Burt of Division 244 also lost his life, August 18th, in the Gumary Hotel disaster in this city, where he roomed while at this end of his run. He was an old and trusted employe of the R. I. and ran out of Chicago for many years, where it is said he accumulated quite a fortune by the increased value in property in which he had

invested. He was running out of Denver and Colorado Springs at the time of his decease and was highly respected by all. Our sympathy is extended to relatives and friends.

Poor Brother Baldwin who has been confined to his room since last fall, is still with us, as cheerful as ever. The nerve, grit, patience and courage that this poor man has shown throughout is something wonderful. He says he is hungry all the time.

Bro. Jack Ryan has recovered sufficiently to be able to take his run.

Bro. Jack Weir has taken a run from Pueblo to Trinidad, on the D. & R. G., instead of Denver to Sa'ida, so that it brings him at his home in Pueblo oftener.

A joint picnic of Division 44 and Division 23 L. A. to O. R. C. is contemplated in the near future. The location we think will be Meadow Park, at Lyons, on the B. and M. road, about forty-five miles from Denver. Brother Bartlett has agreed to furnish the crowd with watermelons, and Brother Conway promises to provide sport in the way of sack races, etc. We understand there will be a slim (?) ladies race, and Mrs. J. H. Clark, Mrs. F. W. Graham and Mrs. Kissick will enter for the belt. We anticipate a large crowd and good time. Come.

Brother Andy Ingling has been an-gling and hunting for a few weeks with his brother in Montana. He reports having bagged lots of sage hens, grouse, (no bear,) fish, etc. We don't believe the game part of it, but will gamble on his fishing.

Brother W. W. Hinkley and party were in the mountains on their annual fishing tour the early part of the month, but did not meet with their usual success.

Brother Garrettson was with us at a special meeting, August 26th, and gave us the new work. Wonder how many out of the eighty-five present remember it

The big clock in the tower of our new Union depot has been put up. It is twelve feet across the face and the hands are each six feet in length. The boys around the place don't hesitate so much about "soaking" their watches now.

Your humble scribe has been taken to task by Division 23, L. A., for saying something about them, and not long since a letter was received, addressed to Mr. and Mrs. "Hot Tamales" (with "comps" enclosed), inviting them to attend a picnic at Rocky Mountain Lake, July 24, given by that Division in honor of the above couple named. "We went with them," and the manner in which we were entertained, the ham sandwiches, cheese sandwiches, chicken sandwiches, delicious salads, cake, hot coffee, fruit and the like with which we

were regaled, would not indicate we had said anything very bad in *THE CONDUCTOR* about the ladies. The place and day were beautiful, and although there was not a large crowd it was a merry one. The tables were arranged to represent the first two letters of our motto—"True Friendship"—and when spread with beautiful white linen, set with all those dainties—(Ah, go way, you hungry old railroad man!)—it makes us hungry to write about it. Bro. Jno. Clark, of the Julesburg branch of the U. P. D. & G., "took the cake"—in quantities unbecoming a conductor who is well fed. Brother Frank Conboy had a wrangle over "rights" to some seats, occupied by outside parties, and lost seats and "rights" too. These were the only things that happened that were not on the program. The committee in charge of the event were: Mrs. Holbrook, chairman, and Mesdames Clark, Hinkley, Graham, Corwin, Myers, Mundy, Evinghim, Dalton, Rogers, McGinn, Kissick and M. B. Smith. We failed to see Mrs. E. C. Gilmore's name on the list, but will have her to know her efforts at the grounds were not unobserved. Could write a barrel full about the good things and good treatment, but space will not permit, so will assure the ladies of Division 23 that their kindness will never be forgotten by Mr and Mrs.

Denver, Col.

HOT TAMALES.

Editor Railway Conductor:

Sunbury Division 187 has changed its location from P. O. S. of A. Hall to Fort Augusta Lodge No. 620, I. O. of O. F., northeast corner Third and Market streets. The change is a good one, and is largely due to Brother Geo. P. Amerman, who has been indefatigable in the work. Now, Brothers, as we have shaken the dust from our furniture and ritual box, let us try and have our Division as the hall is, clean and bright, our work the same, and we will surely be gainers by this.

The latest out, at present, of interest to the members of Division 187, arrived at the house of Brother J. B. Vandyke. We understand that Joe is now happy, and Mrs. Vandyke doing well. Whether its name will be J. B. Jr. is not known as yet, but will tell you later, should I be invited to the christening.

The L. A., of this city, held a picnic at Island Park, the 13th, but as I could not be there and at work at the same time, I am unable to give an adequate report of the gathering.

Brothers, why do you not awake and help them along? Give them all the assistance you can. Perhaps the time may come when they can more than repay what you do for them now.

Our Delegate, Brother Amerman, gave us a

good synopsis of the doings of the Grand Division, as also did Brothers Shafer, A. J. Jones and J. McDonald, of their trip, and the hospitality shown them while enroute to and from, and while in Atlanta.

A Brother writes from Division 143, that one of the senators passed the remark, "to h—l with the railway organizations" when approached by a person at Harrisburg. I have it from good authority that such is a fact, and at Philadelphia it will be told who this senator is, as he hails from that city. I am informed at the next election or primaries there, the railway organizations of Philadelphia will have a chance to let this senator know that they can take care of him, if they will but take an interest in the workings of the legislative board which will meet there soon.

Sunbury, Pa.

M. A. C.

Editor Railway Conductor:

It has been some time since West Philadelphia Division No. 162 has been heard from through the columns of *THE CONDUCTOR*. I can only attribute this silence to the desire of the members to hide its bright light behind the doors of the Division room. It is true that we have a roll call of 150 members. Among this number are some of the brightest minds in railroad service, one of whom was selected as correspondent to *THE CONDUCTOR*. Evidently the Division erred in their selection, as nothing has been heard from this correspondent since the honor was thrust upon him.

I notice Brother Monahan is booking himself up in the ritual work in order to dispense with the use of same upon his election to the office of Chief Conductor for 1896.

Brother Mooney, our Inside Sentinel, who was elected to his exalted position by acclamation, is an honor to the chair he so ably fills. I notice he is seldom absent, but delegates his duties to the Outside Sentinel while he holds the floor against all comers.

Brother Lewis, who was defeated for outside sentinel, accepts every opportunity to defeat the good intentions of Brother Hughes, his opponent, and successful candidate for the office; in the direction of harmony, Brother Hughes should resign.

Brother Reilly, our delegate to the last convention, is, I understand, a candidate for 1897.

Brother Dennison, the Division's silver tongued orator, is a hard worker and a willing talker, as well as authority on law.

Brother Bingham is now running an ash train. I understand he will soon start a dime museum with relics gathered while in performance of his duties.

I noticed Brother Slocum from 170 was a visitor to our last meeting. I do not think he appreciated the services, as he retired early. I trust the Brother will call again.

Will someone say why Brother Steele is not running his train.

Brother Secretary Maxwell is the hardest worked member in the Division and the boys, with a few exceptions, know and appreciate this.

Brother Vance is a regular attendant when any thing of an important nature is on the floor.

Brother Stackhouse, I undersand, occasionally gets into the ante-room illegally; the Brother should be more careful.

Brother Pettiman, I am told, is a Sunday and Thursday P. M. member of the Park Commission, for which reason he is forced to forego the pleasure of the Division room longer than to pay his dues; the Brother has our sympathy.

Brother Elder, while not an orator, is a quiet worker; one who makes his presence felt when there is work to be done.

Brother Heald is always on hand, when he is not clearing up wrecks.

Brother Brown says that Brother Heald loves picnics in the park.

Brother Tice has bought a new clay pipe, which he is attempting to color; he is therefore unable to attend Division meetings.

Brother Ahn has a new hair restorer, just out. He has promised to furnish Brother Lewis a sample bottle.

In perusing THE CONDUCTOR, I notice there is a general complaint of small attendance at Division meetings. This is not the case with 162, which at its last meeting, was forced to procure extra chairs for the accommodation of members. Should this keep up, we shall be forced to get a larger hall.

We may organize a new Division at this point in the near future. I trust our Division correspondent will at least criticise this letter, just so that we can see his name in print, and to establish the fact that West Philadelphia Division 162 still lives.

RENTSIL.

Philadelphia, Pa.

Editor Railway Conductor:

I was glad to see, in the July CONDUCTOR, a letter from Brother D. W. Horner, giving his views of our Mutual Benefit Department. In my opinion, Article 16, of the laws governing the Benefit Department, should be changed to read, so that any member who becomes totally disabled to the extent that he cannot follow his usual occupation, that is, cannot run a train, providing such disability is not caused by intemperance or bad con-

duct, would receive the full amount of his benefit. If a Brother is so disabled as to be unable to run a train, what difference does the cause of the disability make to our Order. With the money thus received, he could support himself and those depending on him, by going into some small business. Under present conditions, there are only four sorts of injury which entitle the insured to their benefit, namely: the loss of a foot at the ankle; a hand at the wrist, or the total loss of the eyesight or hearing. This is not right, since there are many other ways of being disabled than are included in those mentioned. Some may say the adoption of this policy would cost us too much, but if the other railway organizations can stand it, why cannot we?

If a brakeman or fireman becomes so disabled as to be incapacitated for the performance of his usual work, he receives his full disability claim at once. If these orders can follow this policy and prosper, we certainly can. There are about one hundred thousand dollars of our money tied up in a fund to be used in case of a strike. In my opinion, strikes belong exclusively to the past, and why would it not be well to add this immense sum to the Mutual Benefit Fund? This, I think, would swell the amount sufficiently to meet all claims. I trust this will meet the approval of many of the Brothers, and lead them to an expression of their opinions on this subject.

Montreal, Canada.

D. P. WARD.

Editor Railway Conductor:

Being on this run regularly, and having made but one trip this year, I will have to make another in order to hold my job, and let the Brothers know we are still to be found at the old stand. We are always glad to receive visitors, and anyone desiring a regular run is sure of a cordial welcome at our hands. Applications are scarce just at present, owing to dull times, but as there are prospects for a stock rush from the northwest, and an abundance of yellow corn, we are looking for better times, both on the road and in the Division. We are talking of holding a picnic in conjunction with neighboring Divisions, and hope to make of it a complete success. We attended one with Division 246 last season, and it was successful in every particular. Nothing has been definitely determined about it yet, but I will probably be able to give details in my next.

I hear that some of the Brothers' wives would be glad to see an Auxiliary established in our city. Wishing will never bring one here, but if the ladies' interested will talk the matter up among themselves, secure the necessary signatures and send for a charter, the first thing they know they

will have a fine Auxiliary in active operation here. There are plenty of them, and they include the right kind of material for making a first-class organization.

The new constitutions have been received and read by our members, and, judging from the fact that no complaints have been made, the work of the last Grand Division must have been entirely satisfactory to all.

I note with pleasure the victory of Brother Geeslin and the decision of Judge Speer, of Georgia. That decision should be an inducement to each and every one of us to do all in our power to acquire the confidence of the people, and then, in time of trouble, we will have every influence to help us, and victory will surely be ours.

A few words to the Brother from Coal Hill, Mo. Suppose we should modify our Mutual Benefit laws to cover your case. Then, the Brother who becomes too old to follow his run would also have a kick coming, and to do justice to both we would have to modify again. The result would simply be, that we would pay all members as soon as they become too old to run a train. The Brother is mistaken about losing what he has paid in. Whenever he becomes unable to make the payments, there is a provision in the laws taking care of his policy. I, for one, think our Mutual Benefit laws as nearly perfect as it is possible to make them. We cannot get any insurance, either accident or old line, that will insure against such cases. Then, why should we think of doing so?

Lincoln, Neb.

O. S.

pects for the future are excellent. The company must be making money, and a little increase in wages would help them, as well as us and our families.

Our delegate and wife returned safely from Atlanta, bringing us excellent reports from the Grand Division. The constitution, as revised, is easily understood, and we should make it a point at once to commence doing business strictly according to its directions. If some of its provisions are not to the liking of the members, they should try to have them changed at the next Grand Division.

I was much pleased with the letter written recently by Sister Peck, but cannot agree with her objections to Sunday meetings. We must have them in order to promote the best interests of our Order, and no harm can, or will come to any of us through them, either in this world or in the next. No one desires to turn the Sabbath into a "fete" day, but in the east it is the only day we have to ourselves, and we should be allowed to employ it as we see fit. At one time this Division did away with the Sunday meetings, and it simply died from want of attendance. It does not interfere with anyone who desires to attend church, as we do not meet until 2:30 p. m.

Our Auxiliary is doing finely now, some of the members having learned a good lesson from the experiences of the past, and we hope the members will all work together to the end that their Division may become one of the best in the Order.

St. Albans, Vt.

"SERIUS."

Editor Railway Conductor:

St. Albans Division may have been very still, so far as communications to THE CONDUCTOR are concerned, but we have been very busy in our hall, and out on the lines. Our membership has increased wonderfully, three, four and six to work on at succeeding meetings, with more to follow. We have three or four for today, and in such weather as this we should have little difficulty in making it warm for them. No matter what the weather, you will always find our C. C. and a certain few on hand, working for the good of the Order. Our interest would advance much more rapidly if all the boys who can would turn out to the meetings and help in the good work. If you have any kicking to do, the Division room is the place to do it, and not the public park, where outsiders may overhear. If any of the officers or members are not doing their full duty, come up and tell them of it at the proper time and place, and no offense will be taken.

Both passenger and freight business have been good for some time on this system, and the pros-

Editor Railway Conductor:

The all absorbing topic with us for the past few months has been the Grand Division, and the result of its labors. We are all warm friends of Brother Daniels, and were sorry to see him defeated, but, with him, we wish Brother Clancy all the good fortune that belongs to a good and faithful officer of our Order.

I am glad to be able to report our Division in a fairly prosperous condition. We have a membership of something over one hundred, with very few delinquents. Although we have but a few hundred dollars in our treasury, it is because we have had many calls upon us lately, from our own, as well as from other railroad organizations, occasioned by the late strike.

On July 1st our Division removed from its old quarters to a new and beautiful hall in the Odd Fellows' building, on Camp street. The occasion was celebrated by a banquet and presentation to our worthy Chief Conductor, W. Quinn, of a present, as a token of our appreciation of his

valuable services. At a previous meeting a committee had been appointed to select a suitable offering. A beautiful gold watch charm, in the shape of a shield, enameled and engraved with the emblems of our Order, and on the reverse side, his name and a handsome inscription to his worth, expressing the sentiments of the Brothers of this Division, was decided upon.

To give you an accurate idea of the spirit of good fellowship that reigned on that occasion, I quote the following from the minutes of that meeting:

"After the Division was duly opened, and one Brother was initiated into the mysteries of the third degree, thereby becoming a full fledged conductor, a motion was made to suspend the regular order of business, which was done, in order to allow some of the Brothers, whose time was limited, to take part in the presentation.

"Brother Skipwith made the presentation speech, which was responded to in an appropriate manner by Brother Quinn. After Brother Quinn's remarks, Brother Skipwith requested him to call a recess for ten minutes; the request was granted, and the members were ushered into an adjoining room, where a sumptuous repast awaited them as a pleasant surprise.

"Railroad men know a good thing when they see it, and ample justice was accorded the lunch. Brother Quinn toasted the Division and the Order, and was responded to by Brother Ashton, in an elegant speech, and by Brother Burke, in verse. After returning to the Division room, Brother Ashton, by request, again addressed the assembly. His remarks were complimentary to the Order, and ended in a handsome tribute to our worthy Chief Conductor.

"This ended one of the most enjoyable meetings ever held by the Order of Railway Conductors in this city."

Hoping that the same feeling of charity, congeniality and brotherly love that pervades our Division, exists in all the Divisions of our Order throughout the country, I am

New Orleans, La.

N. G. SKIPWITH.

Editor Railway Conductor:

On the 5th of July, at 12:30 p. m., a man with a handkerchief tied around his face below the eyes and a coupling pin in his right hand, entered unobserved—the door being unlocked—the ticket office of the C. & W. I. Ry. at 63d street, Chicago, and held up my son, Harry Hoagland, who is a regular ticket clerk at that station. Being alone in the office at the time, his helper having just gone to dinner, he told the fellow, "There's

the money in the drawer—help yourself." It occurred to Harry that when the robber got the money he would give him a rap with the coupling pin to stun him so that he might escape, and Harry concluded he would take his chances in getting away first. So, the instant the fellow took his eyes off of him to scoop the money from the drawer with his left hand, while holding the coupling pin over Harry's head with his right, the boy made a break for the door. The fellow struck at him, but he dodged the blow, got out, and gave the alarm. The usual hangers on outside the depot and police officers Swanson and Ruth, not far away, joined in the chase and the fellow was soon captured and taken to the police station. Thirty-three dollars and one cent were found on him. The agent and Harry went back to the office, figured up and found they were just \$33 short.

Now, this man told Capt. Gibbons that his name was William Maxwell, of Galveston, Tex., where he had a family, and that he was a train dispatcher and telegraph operator; that he had been in Chicago about a month and was unable to get work, although he had the very best letters of recommendation. Now, I thought if the fellow gave his correct name, and was really an ex-train-dispatcher, some of our members would probably know him and would recognize the name, should they see it in THE CONDUCTOR, therefore, I have written this. Perhaps the poor devil is an O. of R. T.; perhaps he told the truth, and perhaps he was driven to this act by desperation at his condition.

H. C. HOAGLAND.

Elmira, N. Y.

Editor Railway Conductor:

At the last meeting of Division 208 the Brothers decided that they wanted a correspondent for THE RAILWAY CONDUCTOR and elected me to fill that position, which I promised to do to the best of my ability although I feel incompetent to do justice to the office.

The attendance at Division meetings has been rather small of late, owing to the fact that a number of our members are located where they cannot attend meetings without losing time to do so, and the lack of interest on the part of some of the Brothers who could attend and do not. We have some members here, I am sorry to say, who will stay away from Division meetings and then, when they see the Brothers who have attended, ask, "Well, what did you do at the last meeting?" and say, "Why did you not do so and so?" and who never have time to attend meetings until they have a grievance; then they find time to attend one or two meetings. I think if every Brother

would just stop and think of what the result would be if we all did that way, and how soon the Order would go to pieces if it was not for those old stand-bys, who hardly ever miss a meeting, and then think how much more interesting the meetings would be if there was a large attendance and matters were discussed in the Division room instead of on the street corners, the attendance would be better.

One petition for membership was presented at our last meeting and at the meeting before that we had one candidate for initiation.

Business in this part of the country is very dull at present, especially on the S. C. & G. Ry. On passenger trains we have Brothers Gilbert, Cleary, Carsten, Symes, Melfi, Speissager, Reenes, and Greneker, with Brother Kennedy on the disabled list, he having the misfortune to fall and break his leg last winter. He has not been able to be on duty since, but we hope to see him in charge of his train again soon. On locals we have Brothers Stewart and Gailliard, and on through freights we have eight crews, with O. R. C. conductors on all but three, and these three were Order men but dropped out. We have three O. R. C. men braking here on account of slack business, but hope to see business pick up soon. Oh! I must not forget our genial Brother Captain Rhettman, who is our general yardmaster here, nor Brother J. T. Keonecke, who is our yardmaster in Augusta, Ga. So, you see, our road here is pretty well represented by O. R. C. men.

I will try and let the boys hear from 208 occasionally and try to impress upon them the importance of attending Division meetings and of realizing that in union there is strength.

Charleston, S. C. W. A. BURNHAM.

Editor Railway Conductor:

Perhaps a line or two from West Philadelphia Division 162, will not be amiss. The schedule of meetings we have adopted for some time past seems to meet with general favor amongst the "boys," and our meetings are well attended and interesting. We meet the second Thursday evening and the fourth Sunday afternoon of each month. This has proven a good arrangement, as it gives those who cannot attend Sunday meetings a chance they otherwise would not have.

Several of the "boys" attended the Atlanta convention and came back much pleased with their trip. The report of our delegate, Brother Geo. Lewis, was given at the June Sunday meeting and was listened to with a great deal of interest and attention. It proved our delegate to be possessed of keen observation, excellent judgment, and clear, retentive memory, and satisfied Division

162 that no mistake was made in its selection of a representative to the grandest Grand Division the O. R. C.'s ever held. We gave Brother Lewis a unanimous vote of thanks for the able and creditable manner in which he served us. He responded by saying that, while he appreciated very much the kindness and goodfellowship that prompted us to give him a vote of thanks, he felt that he would not find this feature of the occasion of as much practical value as he would the fifty dollars that he had just received from us for his services.

It is pleasing to note the great success of the recent convention at Atlanta. The twenty-fifth session of our Grand Division was a "record breaker." May each succeeding one be greater than the last. We love the Order and love to see it grow. It stands at the head of railroad organizations today, and may it ever retain that proud position.

M. M. S.

Philadelphia, Pa.

Editor Railway Conductor:

As Listener is still sleeping and there is no signs of life in him, our Brother who was appointed by our Chief as correspondent is or has neglected that duty, I will let the Brothers know that Division 162 is still doing business at the old stand and always glad to see any visiting Brothers. We are taking in some new members—have taken in eight by transfer and reinstated one in the last two months. We have a candidate for our next meeting and will give him the new work, being satisfied that our officers will do it right. We are having some very interesting meetings, and have had for some time. Our attendance is not what it should be on some occasions. Out of a membership of almost two hundred we should have a good turn out at every meeting. Come, Brothers, let us get to the Division and encourage our officers to continue in their good work. Our Grand Chief held a special meeting in our Division room on August 11, at which time he instructed us in the new work in his usual able and satisfactory way. All the members present were more than pleased with Brother Clark. The stay-at-homes missed a good thing. There were represented at that meeting twenty Divisions, and we will be pleased to see any of the Brothers at our Division at any time, or any Brother in good standing, but Brothers, you must have the new work or you will be turned down. I am glad to see our members taking such an interest in the new work. Wherever you see our Chief there are some of the boys after him to instruct them in the lecture. I am afraid he will have to lay off to accommodate

them. Brother Maxwell has his hands full at present with our California trip, and his duties as Secretary and Treasurer of our Division and what he has on hand politically. Brother G. W. Brown is looking for his friend, the hay fever, to pay him his annual visit. He contemplates a trip to the Fatherland this year. I am afraid he will only get as far as Atlantic City. Brother B. F. R. had a very narrow escape while on his vacation, as he was in that section of the country where the glue factories are located, but Brother Denniston is the only one that really knows the facts. You will please see him for them. We would like to know what Brother Hughes is eating or drinking that makes him so lusty. Brother Matthews intends sending his wife and baby to St. Louis in the near future. Brothers of No. 3, please take care of them, as the Brother is going on the California trip in 1897. He is sending his family to his father-in-law's, so that he can save their board. He will keep his dog at home, so that he will not be left entirely alone. With best wishes for the Order, and especially Division 162, Philadelphia, Pa. MY FIRST.

Editor Railway Conductor:

The members of Division 17, with some members of 344 and 345, again joined hands this season in holding their annual excursion. Tuesday, July 30, was the day selected, and the trip was from Toronto to Niagara Falls, per steamers Chippewa and Cibola, of the Ontario Navigation company. There was quite a large gathering of the Brethren and of their wives, sweethearts, daughters and friends. The trip to Queenston by boat from Toronto is always a most enjoyable one at this season of the year; but seldom, I venture to say, was such a trip so thoroughly enjoyed as that of the members of the Order of Railway Conductors of Toronto at their annual outing last month. At Queenston the electric cars were boarded immediately upon the arrival of the boats, and, as you may expect, many were the comments of the conductors on the new means of locomotion, and very interesting the reminiscences of old time travel upon the road, and shrewd the comparisons made with the new innovation and what it would be likely to lead to. The grand scenery by the whirlpool, and all along the picturesque route of the Niagara river, was very much admired, and the electric cars stopped nearly long enough to take in the grand panorama at the different points of interest as we crept along and looked wonderingly downward and across the deep, dark ravines from the steep banks. The arrangements for the entertainment of the excursionists at the Falls were in every way

admirable and gave complete satisfaction. And how could it be otherwise when under the careful control of such a worthy committee as the Chairman, C. Mitchell, Treasurer C. Stuart and Secretary A. Johns. The large crowd thoroughly enjoyed themselves and put in the time most pleasantly in viewing the great falls from different points of vantage and in visiting the pleasant spots in and about the park.

The return was made by the evening boat, and, although the water was a little rough, making it a somewhat "up grade" for some of the party, everything passed off pleasantly and without a hitch.

On the 1st of August we were favored with the presence of our Grand Chief Conductor, E. E. Clark. I need scarcely say that he received a right fraternal welcome. The Grand Chief was on a special tour of instruction in the revised ritual. His arrival was most timely, and his lucid explanations of the important changes made most profitable to all who had the privilege of hearing him. The opinion appears to be unanimous that the Grand Officers who had the work of revision and condensation in charge have done the work most effectively and are deserving of all praise for the manner in which they have performed the difficult task assigned them.

Notice of the meeting was sent from Division No. 17 to all Divisions in Ontario, and, with one or two exceptions, delegates from each Division were in attendance and profited by the school of instruction held at Toronto.

After the meeting of delegates, the Grand Chief Conductor was entertained at dinner at the Resin House by some of the members of the Order and was afterward shown the sights of the city, taking in the island and a trip around it on the bay. The trip took the nature of a social as well as fraternal gathering, and was delightful in every way, affording as it did just the opportunity for bringing the hospitable greetings to a close, and all separated, sorry to part and happy to meet again.

W. J. GRAY.

Toronto, Ont.

Editor Railway Conductor:

Since my last writing I have had the pleasure of attending a meeting of Division 48, held at Detroit, Mich., on the 29th of July, for the purpose of giving instructions in the new ritual, at which our Grand Chief Conductor, Brother Clark, presided. The meeting was largely attended, there being a number of visiting Brothers representing other Divisions present. A candidate for initiation was in waiting and the ceremonies were gone through with and the work exemplified

in a manner which did credit to the members of 48. After the meeting, Brother Hart, in behalf of Division 48, invited all of the visiting Brothers and as many of their own members as could, to take a short pleasure trip on the Detroit river, in the beautiful steam yacht Wanda. It was a delightful trip, and was enjoyed by all. On my return to the "City by the Sea," I attended a regular meeting of Palmetto Division, which, I regret to say, was not largely attended on account of many of our Brothers being out of town. I was selected to represent Division 208 at Augusta on the 13th, at the meeting held there on that date, to receive instructions in the work of the new ritual. On that occasion, our worthy Assistant Grand Chief Conductor, C. H. Wilkins, was in the chair. A number of divisions of the Order were represented, and the meeting was one of lively interest all through. I think the new work much easier than the old, and hope that every Brother will take an interest and master it completely. Hoping I may have something that will be more interesting to write about next time, I remain

W. A. BURNHAM.

Charleston, S. C.

Editor Railway Conductor:

Your readers have not heard from Division 318 in some time, as I have been "broke up" and not able to be on the go. I was able to be at Atlanta, however, and will never forget my trip. While there I had the pleasure of hearing our delegate, Brother T. S. McBee, or "Chewing Gum Tom," get off his good work on the nomination of Brother Clancy, which was the speech of his life, although short. Say, boys, we are proud of Tom, and if you all send as wide awake men as Brother McBee for delegates to the Grand Division they will get through sooner. Keep your eye upon him, and when he has been in Grand Division as long as some other Brothers he will be a "standard."

Business is good in these parts, and getting better. I am not inviting you all to come and get jobs who have none, but if you come you will find every member of 318, at home or on the road, a Brother in every sense of the word, and if you find nothing to do will be glad you came to see us.

We have the new work going in good shape, and like it very much. If you strike Asheville, N. C., on the first or third Sunday of any month at 10:00 a. m., you will find all the members in the city at the O. R. C. Hall, near the passenger depot. If it is not a meeting day, most of us will be found in our reading room over the depot, which is furnished and kept up by the company.

Brother Thomason, our Chief, has been sick for some time; but is on his run again and filling his chair every meeting (after he comes from Sunday school). We are not growing like the foliage of summer, but I think what we are gaining is solid stuff. A Division of the Auxiliary will be organized in our vicinity soon, and I know will do our Division a lot of good. Every Brother who went to Atlanta wants his wife to join the Auxiliary, and every brother who can should take his better half to the Grand Division,

Asheville, N. C.

FILE DRIVER.

Editor Railway Conductor:

You don't know how much pleasure and satisfaction it is to me to be able to write you of the glorious meeting we had Sunday last (Aug. 25), and of the good work done and the interest taken. It was a solid and substantial reminder of the good old days of 107. There were 22 members present, and a more intelligent body of men would be difficult to find. The enthusiasm was great, and the ardent zeal with which the Brothers present took hold of the wheel of 107 to lift it out of the rut into which it had been stuck for some time, was indeed worthy of the noble cause in which we are enlisted. It was indeed good for sore eyes to see such good old wheel horses of the Order present as Brother John T. Martin, of Maysville, Ky., now engaged in the clothing business, and Brother Pat McGinty, the oldest and most substantial passenger conductor on the B. & O. S. W. Brother Martin's address was a good one; it was to the point, full of good advice, and it is to be hoped that those who heard his remarks will profit thereby.

Cincinnati Division 107 is O. K., and will come out triumphantly and with flying colors. The stars and stripes will be found waving at the masthead of 107 the second and fourth Sundays of each month. With no personal feelings in my composition, but charity and good will for all,

Cincinnati, O.

W. A. Fox.

Editor Railway Conductor:

Los Angeles Division No. 111 held a special meeting July 31, for the purpose of receiving Brother Garrettson, Grand Senior Conductor, who had been delegated to instruct the members in the new work. The meeting was called to order at 2 P. M. with the regular officers in charge. Brother Garrettson was conducted to the Division room, introduced, and the gavel was placed in his hand, when the work of instructing the members was commenced and continued for one hour. Mr. F. W. Bunnell was then reported to be in

waiting in the ante room for initiation. He was at once taken in charge by the Senior Conductor, and entered the railway service. In addition to the large number of members of Division 111, the following Brothers from other Divisions were present: G. W. Atmore Division 282; J. E. Drum, 209; George Scheigner, 44; Albert Hood, 115; C. W. Johnson, 91; E. D. Young, 313; E. C. Harrington, 85; D. O. Callaghan, 85; W. T. Jefferson, 44. At the close of the meeting it was decided to hold a meeting the following day, August 1st. The meeting was called to order with Brother Harris in the chair and Brother Garrettson was at once given the gavel. The same number of visitors were in attendance. Mr. W. D. Perkins was reported to be in waiting for initiation and was at once conducted to the Division room. Much interest was taken in the new work by all the members. Our thanks are due Brother Garrettson for the pains taken to see that all were perfect in the lecture. I want to say here that he found an able assistant in Brother Atmore of Division 282.

The new work seems to have put new life in the members in this section, and we hope to see a large increase in numbers in this Division.

When the special meeting was called we found a large number of members of the Order from other Divisions who didn't have the pass and no order for it, but all wanted the new work. Some of them are employed here. Brothers, you stand today, just the same as one who never was a member. This should be a lesson to all, and one I trust that will encourage all who can, to at once transfer and be among us. The door is open, Brothers; we want you with us.

I forgot to mention that Brother Kinch had just returned from the City of Mexico, where he went on a pleasure trip. He gave me an account of his trip, but failed to say that he was mistaken for another fellow and came near going to the jug. Brother Kinch, call and explain.

Los Angeles, Cal.

R. T. HEDRICK

Editor Railway Conductor:

It looks as if the regular correspondent of Division 139 had been suspended indefinitely. Stanton (historic name) Division has a good membership, large in numbers and some good writers, but somehow a very busy (?) one must have been elected to this important position.

A great many changes have been made on the old E. T. V. & G. system, all of which so far have gone unannounced in THE CONDUCTOR. This old system once handled by the Inmans of New York (?) has merged into a greater system called the Southern, with Samuel Spencer as its head. Mr.

C. H. Hudson, who was for a number of years general manager, has been made chief engineer, with headquarters in Washington, D. C. Mr. W. A. Vaughan, general superintendent, has been appointed superintendent of car service, with office in the same city. Mr. D. W. Lum, the old chief engineer, is in charge of buildings, bridges, tunnels and culverts. The local officers stand as they were, except Mr. Geo. R. Loyall, the old master of trains, who was made superintendent of the 7th Division, headquarters in Louisville, Kentucky. The boys miss him, and if all we hear is true, he will surely go up higher. George don't issue any bulletins with the closing threat that if this is not observed the offender will be dismissed. He is lightning, however, if his rules are not observed.

Business has been light, very light, indeed, during the summer months, but as the time for the Atlanta Exposition approaches we are made glad by seeing all the schedules represented and sometimes orders to carry signals. Only yesterday we saw thirty new cars for the transportation of passengers from the city to the Exposition grounds, passing over this division from Jeffersonville, Indiana, to Atlanta. The cars bore the inscription, "Southern Atlanta Exposition." Freight shipments are beginning to show signs of activity and before long we will be handling the exhibits. Our great trouble here is the compound engine; they will jump and jerk the train, breaking links and pins, and double all the hills. We have seen as many as five pins, and half as many links, broken in making a single start on a level track. A compound engine will not pull as much tonnage as a single engine of the same size, by 200 tons. They are all classed alike here, and we have known cases where an engineer would lay off two trips to avoid running a compound engine. When this engine was introduced on the old E. T. V. & G. it was an experiment; the advocates claimed that they would pull more cars and use less fuel and water than the old consolidated "Jack" engine. Your correspondent will testify that they make all the water and fuel stops that the old engine makes and with the same train will double all the hills. The compound engine is a failure.

Your correspondent saw a construction outfit of four cars, in transit from Memphis, Tenn., to Staunton, Va., where they will build a road fifty miles in length. This outfit passed here a week ago and consisted of a hundred head of horses and two loads of tools. There are a number of short lines in course of construction in Tennessee, and others contemplated.

The cotton factory craze has struck the south in great shape. The furnaces, too, are starting up,

and things begin to look like a boom back in '90.
Knoxville, Tenn. ,

A. MALUNGEON.

Editor Railway Conductor:

Our secretary, Dr. F. M. Ingalls has from, time to time sent out circular letters and appeals to the Divisions and Lodges in behalf of the "Home." The good work of the Home is now past the experimental stage—what is wanted is to have every Lodge and Division of all the railroad Orders become interested in this laudable and now imperatively necessary enterprise.

We are crowded out of our small tenement house and have bought a fine location at Highland Park, some few miles out of the city. The purchase price and cost of the improvements and additions to the buildings necessary to make the accommodation equal to the demand, even for a temporary home for the next few years, will amount to not less than ten thousand dollars. It is a curious fact, and one that will surprise the most of you to learn,—that there are more inmates now in the Home from Divisions and Lodges that have never done anything for the Home, than from those that have done the most. This is not as it should be. To correct this wrong, at our next Board meeting the following rule will be adopted, viz:

"After January 1st, 1896, all Lodges and Divisions that have never contributed to the Home, and those holding membership certificates not in force, will be required to pay into the general fund, not less than \$50.00 and \$1.00 per month thereafter, for the admission of an inmate."

All will see at once the justice of this. It is not right that Divisions should tax themselves to support helpless members of other Lodges who will contribute nothing themselves for their own Brother members.

What is one dollar a month for any Lodge or Division to contribute to the Home, when that Home gives a real home, and care to any disabled, helpless and destitute Brother of that Lodge or Division. In justice to those that do contribute, the Home cannot consistently receive one as an inmate from any Lodge or Division that holds no certificate of membership in the Home, only on conditions contemplated in the proposed rule as above.

Brothers of all the Orders: This Home is yours, it takes care of your unfortunate Brothers at the least possible cost to you. If some better way can be devised to do this now absolutely necessary work, no one would be more pleased than the writer. Our Brotherhood principles compel us to care for our afflicted Brothers. There is no way open at present to do this so well as by the

means of the Home. I know the great mass of you will respond. We send a circular letter and blank certificate for membership to every secretary.

Fort Dodge, Ia.

L. S. COFFIN,
President of Home.

Editor Railway Conductor:

Chillicothe Division No. 181, met September 1st with a good showing of members present, and we had quite an interesting time, being instructed in the new ritual work, with which we were all very much pleased.

Our worthy Secretary and Treasurer, Brother Chas. McCoy, was sent as delegate to Louisville, Kentucky, and Columbus, Ohio, to be educated in the new work, and the voices of all members attending the last meeting are loud in praising him as an apt scholar, as he had perfectly mastered the entire lecture.

Business with us has been good and all the boys are making full time. Our fast freight runs here are considered special plums, quick time with no delays, causing trainmen in general to hurry to their posts of duty with a smile. But what the boys call the "graball" train, is not so eagerly sought for; but "never mind," you will hear them say with a forced smile, as they meet, "your turn comes next." The "graball" is a good train, doing work at way stations, but not a soft snap like our fast freights, with the speed of a passenger train.

The employes of the B. & O. S. W. R'y pride themselves with being blessed with the finest set of officers to work for of any railroad in the world. From the highest to the lowest official, they are gentlemen of known merit, in whom we, as employes, have every confidence, and may this remain so is our earnest prayer.

Division 181 having been silent for so long, some of our worthy Brothers will think we have just been resurrected, but should they happen to pass through our little city and take a peep at our comfortable hall, we will endeavor to convince them that we are as lively a lot of O. R. C. Brothers, as they will meet anywhere.

Chillicothe, Ohio.

H. F. CLEVELAND.

Editor Railway Conductor:

Yesterday was a "gala day" for Cortez Division 372, the third youngest Division in the Order, our better halves having organized the first L. A. Division in the Territory of New Mexico, with twenty charter members. They met in the O. R. C. Hall, at 1 p. m., at the call of Mesdames Hinkley and Clark, of Denver. After being organized and instructed in the work, and electing officers, they invited us to I. O. O. F. Hall, where they had

spread a sumptuous repast. After disposing of it, the evening was pleasantly and profitably spent in listening to essays and speeches for the good of the Order, interspersed with a fine musical program. We have every reason to believe that Ortiz Division 73 will become one of the leading Divisions of our Auxiliary. The ladies are all deeply interested, and are all good workers. They have exhibited a charitable feeling for their Sisters even before organizing, that the Brothers in the Order would do well to imitate, for in the hum and bustle of railroad life we sometimes forget the smaller courtesies and brotherly acts which are so essential to a fraternal order, and which mean so much to the recipient, and are so little thought of by the majority in the hour of our prosperity. A word of encouragement or a little act of kindness to an erring Brother or Sister when the dark hour comes does more to help along the grand principles of our Order than all the grand parades and pageants we can get up. An act of kindness to a Brother or Sister who is in need not only makes a better man or woman of the recipient, but the giver retires at night with the feeling that he or she has done an act of kindness and has been of some use in the world, and is the better for the doing. What a grand thing our Order would be if we only could bring ourselves to be more charitable and thoughtful of others.

Division 372 is progressing finely, as our Brothers belonging to other Divisions are withdrawing and coming in. However slow, "they are coming." Some offer different excuses for their tardiness—this one dislikes to leave his former Division because he was a "charter member," etc., others, well, they can't say why! Come in here. We can, and will make you proud of having transferred; every one helps, if he will just do a little bit of the duty he owes the Order, and if we all do our full duty, what a beneficial and entertaining Division we can make. We were blessed in the beginning with a splendid set of officers who are well posted in Division work, and who take pride in doing their duty.

Our Chief Conductor went as delegate to Denver, Aug. 25, to receive the exemplification of the new ritual, returning thoroughly posted—demonstrating the fact "'tis well to have the right man in the right place." We are all pleased with the change, for there can be no imposition from the many "has beens" that come our way and expect anything from a house and lot to a pass to Frisco and return, for having once belonged.

Young as our Division is, "we are at home in

our own hall." In conjunction with the B. of R. T. we have leased and furnished a very commodious Division room where at all meetings we will be pleased to entertain all Brothers (in our own simple way) who think us worthy of a visit. Will come again later on.

Raton, N. M.

C. M. H.

Editor Railway Conductor:

Our correspondent has taken a leave of absence since his election, and if you will permit me to fill that office pro tempore, I will do the best I can.

Our Chief Conductor and Secretary were in Chicago July 28th, and received the new work at the hall of Division 1, given by Grand Chief Clark.

Brother A. W. Brown, of this Division, is nursing a sprained ankle, caused by breaking in a bicycle, which was entirely "too new" for him. Brother Rexinger has charge of his run.

Brothers O. W. Wells and H. L. Wishart have been running the Chicago suburban trains for some time.

Brother E. C. Kepler and wife are visiting at Meadville, Pa., their old home. Brother Kepler's health is impaired.

D. A. Wishart of No. 32 was visiting here, where he has three big brothers on the Western Division of the Lake Shore.

Bro. J. W. White has been laying off a few days. He smiles and says he has a full crew of his own now, barring the age required by the company.

Brother G. N. Jewett has more sand than any conductor in the employ of the company. Tons of it daily are taken from Dune Park and hauled to the city to elevate the tracks. George is right in it.

Brother J. G. Shasburger slipped as he was stepping off his train at Whittings, Ind., and fell to the ground just before the train stopped, breaking his right shoulder, and retiring him from active service about three months.

We have a few Brothers who do not attend meetings very well.

The Sisters of Andrews Division No. 4, will please have their husbands go to meetings more regularly. They only last about two hours and the boys can certainly be spared for that length of time two days in the month.

Well! Well! I am so busy! Here is the caller and I have to split some kindling for the gasoline stove, so good bye for the present.

Elkhart, Ind.

"JOLLY TAR."



About this time Mark Twain came to visit us, and he had a habit of making midday lunch his principal meal, so when six o'clock dinner came he would walk up and down the room, crossing it diagonally, and telling us the most amusing stories while we ate our dinner. He always put on low-heeled slippers for this promenade, and something about the singularity of the proceeding as a whole inspired Snap with distrust. He followed Mr. Clemens up and down, up and down the room, occasionally sniffing at the low-heeled slippers; and when a louder burst of laughter than usual greeted some of the delightful stories, Snap would growl and try to worry the peripatetic foot gear, until Mr. Clemens became conscious of him, and slowly turned a wondering consideration upon him — "*An Ontario Visitor*," by Mrs Candace Wheeler in September St. Nicholas

Of the manuscripts left unpublished by Robert Louis Stevenson at his death (not many, by the way), the first to reach the public is a collection of very original "Fables" in the September number of *McClure's Magazine*. One of them is a conversation between John Silver and "Cap'n" Smollett, of "Treasure Island," which is as delicious in its way as anything those worthies do or say in "Treasure Island" itself. In the same number Anthony Hope relates another adventure of the ever-charming Princess Osra, an encounter in the forests of Zenda with an attractive and most courteous highwayman. There is also a romantic tale of court intrigue, by Stanley J. Weyman, and a new Drumtochty story by Ian Maclaren, the author of "Beside the Bonnie Briar Brush." In addition to these, there are authoritative articles, with plenty of pictures, on the America's cup and the contests over it, past and soon to come; and an account by "Edmund Kirke," derived largely from Garfield himself, of Garfield's ride at Chickamauga up a perfectly exposed hillside, under the enemy's constant fire.

The series of papers on the municipalization of transportation and lighting which Prof. Frank Parsons, of the Boston University Law School, is

contributing to the *Arena*, is something which has never been done in American economic literature before. Prof. Parsons has a grip of the actuality, not the mere class room theoretical situation, which is unique and unrivalled among economic writers. He has a genius for the actual business of economical investigation, and writes like a man who is engaged in running a private enterprise at a profit. No element or phase of the business has escaped him as it does so many theoretical economists. He has accumulated the facts of cost, running, depreciation, etc., in the electric lighting business and put them before the public in a document which is simply priceless to the municipalities and tax-payers, for it is the first time the facts have ever been so laboriously collected and systematized. These papers alone make the *Arena* invaluable to the student of pressing economic questions, and every tax-payer should read and help circulate them.

The facts, as we have them through the Clearing House returns and other sources, warrant the assertion that the improvement in the business world is not of an ephemeral character, but, instead, is genuine and substantial. It certainly cannot prove to be otherwise if the fields of corn now maturing in the West yield the number of bushels which all the indications point to. It is impossible to conceive of the country not being wholly prosperous when the laborer has employment at remunerative wages, and the farmer has an abundance of produce, with markets affording profitable prices. The only danger which can intervene, and thus produce a reaction, would arise through our people's entering extravagantly upon enterprises of a wholly speculative character. It is hardly probable, however, that such recklessness will be speedily shown. The results of such enterprises in the past few years have, in the great majority of instances, fallen so far short of the expectations of their projectors that those who have money to invest will be loath to invest in similar undertakings.—Hon. James H. Eckels in *North American Review*, for September.

The United States had suffered much from the pretensions of the Directory to control its commerce in the French interest, on the plea of gratitude. The declaration of neutrality made by Washington in 1793, on the formation of the first coalition, was ill received in Paris; the treaty of commerce concluded with England in the following year was regarded by the French government as a breach of neutrality, and the Directory suspended diplomatic relations. Great as their obligations were, the United States had no intention of becoming either openly or secretly tributary to France. The recognition of their neutrality by England, had given them the whole colonial trade of France, Holland and Spain. Their principle was virtually that of the armed neutrality of 1780: that neutral ships made neutral goods (free ships, free goods). For this they were ready to fight. The First Consul was wise enough to recognize the justice of the claim, and lost no time in concluding, on September 30, 1800, a treaty of commerce which for the time removed all sources of friction between his government and that at Washington. —*Prof. Sloane's Life of Napoleon in the September Century.*

We have been accustomed to associate with heroic action a four-legged, round bellied, long-headed animal which is not intrinsically beautiful, which has been proved in the *Evening Post* to be overrated as to its intelligence and ability, and which many of us cannot even ride. Will it be a matter for surprise if our descendants transfer the feeling to a steel machine which even now is inspiring verse and fiction? When new Esmonds and Castlewoods "spin" and "scorch" over dark roads after recreant princes, and poets tell how Dirck and Joris burst a tire or broke a pedal on their way from Ghent to Aix, they will have changed their mounts but not their minds. Lovers will still "ride together, forever ride"; of "the bicycle in war" we hear already; and there will be plenty of young Harries "vaulting with such ease into their seats" to twitch the world with noble wheelmanship. Young Lochinvars will come out of the West on the best wheels in all the broad Border—but this literature of the future is too full of great possibilities to let us follow it.—*"The Point of View," in the September Scribner's.*

Down on the coast of Maine are a race of American sailors, whose grandfathers sailed all around the Englishmen in 1812, and before. When they chose to, they chased and overhauled the fleetest of the enemy; when they thought it more prudent, they sailed a race for life, and generally won. These men have been sailing boats all their lives, just as the best English racing crews have done, as fishermen.

And so, Mr. Iselin sent Captain Haff down among the "thorofaces" of the Main Islands, to cast about to see what he could secure in the way of a brand new American crew. He wisely did not go picking around. He went to one place, Deer Island. It was town-meeting day, and he said to the people, "I want men from among you to sail the new cup defender!" Well! he owned the place.

He set up his headquarters in a venerable mansion, a hundred and six years old, and now the leading boarding house of the island.

Here before a blazing log fire, the famous skipper of the Great South Bay, supported on either

hand by two of the magnates of the place, Captain Weed and Captain Conant, received the aspirants to fame and sport who lined up before him—the best blood of Deer Island, always ready for sport or struggle on the deep. The successful candidates were selected, with the advice of the local fathers, after much secret deliberation.—*Outing for September.*

The advent of Electric Railways:—It is estimated that within the past seven years not less than five hundred thousand horses have been displaced by the trolley. This mode of transit in cities is now so familiar that only by some effort can one recall the days of the horse car. Until 1887 electric propulsion was in its experimental stage. In that year the first installation upon a commercial scale was made in Richmond, Va. It was a success from the beginning, and since then other cities have adopted the electric street car and discharged the horse from service as fast as possible, until today every city and most of the large towns in the country have electric car service.

The chief interest now is as to the possibility of using electric engines as substitutes for steam locomotives on common railways. There has just been completed at Nantasket Beach, Mass., such a road seven miles long, as a part of the system of the New York, New Haven and Hartford railroad. It is of the overhead trolley type; the passenger cars are provided with two one hundred horsepower motors working at seven hundred volts.—*Cosmopolitan for September.*

Tragic as was the recent death of Thomas Hovenden, whose painting, "Breaking Home Ties," is to thousands a vivid memory of the World's Fair, yet there is a sad satisfaction in the thought that one to whom home and loved ones were evidently so dear, should have lost his life in a brave attempt to restore a child to her mother. Death came to him in one of his most exalted moments, when self was lost in sympathy. The last thought registered upon his mind was wholly outside of self. What more fitting time for the transfer of the artist's soul from time to eternity. And yet it was pitiful.—*The Midland Monthly for September.*

The project of the Atlanta Fair has been constantly expanding in the minds of its energetic planners and sponsors; in consequence of which the thing as realized will be greater by half than the thing as originally proposed,—a remark which could not be truthfully made of many previous exposition projects. It is even asserted that this Atlanta Exposition will surpass in magnitude the Centennial of 1876. Happily the business outlook has greatly brightened within the past half year, and the industrial world will be disposed to regard the Atlanta Exposition as standing upon the threshold of a new era of great national prosperity. Ingenious methods have been devised for making the visitor to Atlanta appreciate the magnitude of the resources of the southern states. What has been accomplished since the war will stand out in a series of great object lessons; and the inviting opportunities that the south presents for investment and residence will be alluringly set forth. The latest triumphs of mechanical invention will be in abundant evidence, and the influence of the Fair upon industrial progress is sure to be felt throughout all the southern states. *Review of Reviews for September.*

MENTIONS

THE UNION MEETING AT FORT WORTH.

The union meeting held at Ft. Worth, Texas, beginning on the 15th of August last, was even more successful than its promoters had dared to hope. About two hundred and fifty delegates representing our own Order, together with the Engineers, Firemen, Trainmen and Telegraphers, were in attendance, making with their visiting friends and the representatives of the auxiliaries, one of the largest and most thoroughly representative gatherings of the kind ever held in the southwest. The convention was opened by a public meeting, held on the evening of the 15th, at Greenwall's Opera House. O. H. Tucker, Chief of Division 187, B. L. E., presided over the meeting, his readiness and tact contributing in no small degree to its complete success. In calling the convention to order, he stated the purpose of their gathering to be the consideration of laws already enacted, for the benefit of railway employes in Texas, and the discussion of the best methods for securing the enactment of other laws to further the same purpose. He was followed by Hon. T. J. Powell, who, in behalf of Mayor Paddock, welcomed the delegates to Fort Worth, and paid an elegant tribute to the men who have in daily charge the railroad interests of this country. Grand Chief Powell, of the O. R. T., responded for the visitors in his most felicitous manner, thanking the good people of Fort Worth for their cordial welcome, and predicting much of good to all the Orders represented from their proposed conference. Grand Master Sargent, of the Firemen, was represented by W. F. Hynes, of Denver, chairman of their Board of Trustees. He gave a brief, but succinct review of the advantages which have come to railroad men through organization, and urged most strongly faithful adherence to the principles which had contributed so much to the improvement of their conditions in the past. He also called attention to the great need for the voters keeping careful check upon the actions of their representatives, to the end that no man who had once betrayed his constituents should ever again be honored with pub-

lic trust. Hon. T. T. D. Andrews, member of the present Texas legislature, and Hon. L. S. Coffin, of Fort Dodge, Iowa, closed the evening's program with brief, but highly interesting addresses.

The actual work of the convention was taken up on the morning of the 16th. Brother J. E. Archer, of Houston Division, member of our Board of Trustees, was chosen for temporary chairman, and B. O. Freeman, of the O. R. T., at Fort Worth, was the choice for temporary secretary. The following committees were then selected:

Credentials—J. B. Bennett, O. R. T.; J. W. House, O. R. C.; J. C. Nash, B. L. E.; Geo. A. Almeras, B. R. T.; Geo. O. Moore, B. L. F.

Permanent organization—M. S. Bogart, O. R. C.; Joe Williams, B. L. E.; C. M. Rodgers, B. L. F.; J. H. Reno, B. R. T.; J. R. Murdock, O. R. T.

Rules—W. T. Elliott, O. R. C.; W. H. Young, B. L. E.; Arthur Haynes, B. L. F.; H. L. Sanders, B. R. T.; J. W. Hickey, O. R. T.

Resolutions—George Vigeon, O. R. C.; W. P. Murphy, B. L. E.; Arthur Hains, B. L. F.; W. E. Linnell, B. R. T.; J. J. Broderick, O. R. T.

Constitution and by-laws—C. F. Goodrich and M. S. Bogart, O. R. C.; J. T. Sutton and T. P. O'Rourke, B. L. E.; H. Hall and John Price, B. L. F.; E. H. Golden and J. M. Dunlap, O. R. T.; A. B. Curtis and T. O. Nelson, B. R. T.

When the arrangements had been made for the meetings of these bodies, adjournment was taken until afternoon to give them opportunity for the performance of their duties. When they reconvened the report of the committee on organization, making the temporary the permanent officers of the convention, was adopted without dissent. This was a deserved compliment to Brother Archer, and his further conduct of the gathering fully justified the confidence displayed in him as a presiding officer. The afternoon was largely given up to a discussion of measures presented by

the various committees, but no definite action was taken on them until the following day. At that time the work of the convention was completed, with results perhaps being best given by the following extract from the report of the meeting published in the *Dallas News* of the 18th.

The objects of the meeting were fully attained and the result to-night is a consolidation of the Brotherhoods of Engineers, Conductors, Telegraphers, Firemen and Trainmen for legislative purposes only. The name of the new organization for this purpose is the Co-operative Legislative Board of Railway Orders in Texas.

It is the intention and object of the new organization to bring together in solid phalanx the railroad boys of the state in order that they may better enforce their demands for beneficial legislation before the law makers. A constitution and by-laws for the government of the board was adopted, but it will not be made public. No officers were elected at this meeting. One of the articles, however, provides for the annual meeting of the delegated representatives of the orders comprising the membership at some central point, at which time a member from each will be chosen to constitute the general board.

Owing to the fact that no election of legislators transpires this year, no board was selected. This will be done at the meeting early in next year, at which time an address will also be issued setting forth in the public press what is asked of the law-making power. The intention of the boys is to throw their strength solidly to candidates favoring the measures they advocate.

On motion, the time and place for the next meeting was left with the subordinate lodges, they to vote and forward the result to the legislative committee of the Brotherhood of Locomotive Engineers, who will announce it and call the meeting.

Chairman J. E. Archer and Secretary D. O. Freeman were given a rising vote of thanks for the faithful and impartial manner in which they had discharged their arduous duties. Secretary Freeman was ordered to print and distribute the minutes of the meeting to such as were entitled to them.

Miss Laura Reeder, of Dallas, an enthusiastic O. R. T., and the only lady delegate present, was also given a rising vote of thanks.

Resolutions were adopted conveying the thanks of the convention to the Commercial Club and the hotels of Fort Worth for the many courtesies shown by them to the delegates; to the officers and citizens of Fort Worth for their cordial welcome to the city; to the railroads of Texas for their uniform kindness to their employes and for especial favors on this occasion; and to the Hon. L. S. Coffin for his words of good cheer and fatherly advice.

This practically closed the work of the convention, and the delegates left for their homes more than pleased with the excellent results achieved. The consensus of opinion seems to be that the movement is a wise one, and it is expected that much of good for organized labor will be accomplished by this body in the future, representing as it does, no less than 35,000 of the brainiest and most progressive men in the Lone Star State.

During the progress of the convention the following self-explanatory telegram was received:

"Baltimore, Md., Aug. 16, 1895.—D. O. Freeman, secretary union meeting, Fort Worth, Tex.: We join in hearty fraternal greeting to the railroad employes of Texas in union meeting assembled, and hope they will be actuated by the purpose to strengthen each individual organization, and to weld close together the whole. (Signed). P. H.

Morrissey, Grand Master Brotherhood of Railway Trainmen; E. E. Clarke, Grand Chief Order of Railway Conductors; F. P. Sargent, Grand Master Brotherhood of Locomotive Firemen."

According to the published roster, the following Brothers represented the O. R. C. in this gathering: E. B. Willis, P. J. Emerson, W. A. Turner, A. B. Snoover, Felix Smith, H. H. Harvey, O. S. Darlington, W. T. Elliott, C. M. Stone, S. Proud, W. E. Settle, George Vivian, W. H. Alcorn, W. S. Dickey, W. J. Hoover, J. E. Archer, Ed. Humphreys, J. M. Hausel, C. E. Mauckbee, J. P. Farmer, C. F. Goodrich, W. R. Bell, B. St. Clair, W. S. Bogert, F. M. Eaves, W. H. Akers, D. Godin, E. Hutton, C. C. Hamill, Geo. E. Thorne, W. D. Derby, J. R. Hodes, J. A. Sterling, A. C. Smith, J. W. Watson, S. Lawrence, W. G. Hall and Geo Sitz.

Little Eva, the nine-year-old daughter of Brother William Byers, of Division No. 1, met with an accident on the night of August 23 last, which made of her a cripple for life. She had been with her father on his trip to Chicago, and they were returning to their home in Lafayette, Ind., at the time of the accident. Brother Byers left his daughter asleep on a seat while he worked his train, and returned to find her missing. It seems that she had walked out of the car and off the platform while yet partly asleep. In falling her left ankle was caught under the wheels and so badly crushed as to make amputation necessary. Brother Byers walked back to Lowell, the nearest station, and found her shortly after she had been brought in by the section men. Fortunately a train arrived a few minutes after by which she was taken to Monon, and suitable medical attention secured. At the last account the little girl was doing as well as could be expected, every indication pointing to her ultimate recovery. It was a narrow escape from instant death, and for that the injured one and her parents are to be congratulated.

Brother Ole Hakanson, of Division 336, died in Ogden, Utah, on August 28th of consumption. No replies were received from either his brother or sister, who were advised by wire at once of the death. In accordance with instructions from his Division, arrangements for the burial of the remains were made by Division 124, and on Sunday, September, 1st they were laid to rest, followed to the grave by some twenty members. The burial service of our Order was read at the grave by the Grand Chief Conductor. This Brother was in destitute circumstances and the provisions made for a decent and christian burial were freely

and worthily bestowed. No truer mark or evidence of "perpetual friendship" or "brotherly love" can be given than by making an effort to do all possible for a member who is sick or in need of assistance, or for one who has gone the way we all must go. Indifference in these regards cannot pass unnoticed and cannot fail to impress unfavorably those who note it. Let it not be said that our Order fails in the performance of its full duty in these regards.

* *

The Industrial Union of Georgia, has been granted favorable location at the Exposition grounds, upon which they have erected a handsome building to be used as a club house, art gallery, lunch room and headquarters for organized labor. In the art gallery there will be a liberal display of the emblems, charts, etc., for this purpose. This is a move in the right direction. It is a bid for recognition of organized labor, which has been satisfactorily answered by the management of the Exposition, and they have afforded opportunity for the unions to place themselves before the public in very favorable manner. After the close of the Exposition, it is intended to place the emblems furnished in the lecture hall of the headquarters in the city of Atlanta. Arrangements are being made for a national labor day to be celebrated at the Exposition sometime in November or December, at which a grand display and parade of organized labor will occur, and appropriate addresses will be delivered. Brother G. W. Evans is chairman of the committee which has this matter in charge, and all interested are invited to address him at their headquarters, 26½ East Alabama street, Atlanta, Ga. It is to be hoped that everybody interested will assist in making this a complete success.

* *

The ending of the strike of the Kensington carpet weavers is a matter of congratulation for that section, and a happy augury for Philadelphia.

Fortunately the strike has not been a protracted one, and by renewed zeal and industry, each side can before long regain the losses caused by the silence of the looms.

The early settlement of this labor trouble is of considerable significance. Last week the manufacturers stood with almost unbroken front, declaring that they would never yield. Then a few mills weakened, and during the past two days most of them have been eager to treat with their employees.

This shows that trade is brightening, and that the manufacturers reading the signs aright see that they can pay the rate demanded, and still make money. It is an indication that the demand for carpets is increasing, and that the Philadelphia manufacturers recognize that they must meet that demand or see their trade go elsewhere.

The settlement of the strike upon the figures denuded by the weavers is a gratifying evidence of prosperity.—Philadelphia Item.

* *

We are advised that Brother John A. Bangs, who was a member of Division 46, and has, for the past three years, been an inmate of the Home for Aged and Disabled Railway Employees at Chicago, has passed away. There is no question but that Brother Bangs has found in this "Home" comforts during his affliction, resulting from total paralysis, which he would have been without had it not been for the establishment of this institution, and those who are contributing to its support cannot fail to congratulate themselves on the genuine charity which they are dispensing, and they cannot help but feel satisfied with themselves for their part in furnishing the comforts of a home to those who, like Brother Bangs, would otherwise be without.

* *

At the burial of John A. Bangs who died Aug. 8th, 1895, (having been an inmate of the Home for Aged and Disabled Railway Employees) on Sunday, August 11th the president of the Home, Hon. L. S. Coffin officiated. The 23rd Psalm was repeated, and then the circumstances of the raising of Lazarus from the dead, and the conversation between Jesus and Martha, the sister of Lazarus, especially the promise of resurrection and life and the exemption from death to all who would believe on Christ was earnestly presented. This was followed by a short and tender prayer for the friends, and also for the institution that had given a home and fraternal care to the deceased for over three years.

* *

Party claiming name of Geo. A. Wood, formerly of Sedalia, Mo., later of Tyler, Texas, and Monett, Mo., lately secured employment at Dodge City, Kas., where he claimed membership in the Order and exhibited a knowledge to which he has no right. He is not and never has been a member of the Order. He has misrepresented before and will probably try it again. He has left Dodge City and should be guarded against.

* *

New Divisions of the Order have been organized at Lorain, Ohio, on the 1st inst., and at Amory, Miss., on the 8th inst., by Brother C. H. Wilkins, A. G. C. C. These Brothers are thoroughly interested in the work of the Order and devoted to its progress, and will undoubtedly make a good showing for themselves in the near future.

* *

The secretary of Division 334 would be pleased to learn the present address of Brother J. E. Coulter, late of Avondale, Ala. When last heard from Brother Coulter was in Temple, Tex.

* *

The present addresses of Bros. J. C. Eastman, of Division 123, and P. H. Sullivan, of Division 150, are wanted by their respective Secretaries

* *

The addresses of Brothers J. C. Calhoun and James Anderson are wanted by the Secretary of Division 115.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Sept. 1, 1895; Expires Oct. 31, 1895.

Assessment No. 300 is for death John M. Barron, August 18, 1895.

BENEFITS PAID FROM JULY 21 TO AUG. 20, INCLUSIVE.

	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T.
889	A. H. Jolly	Sickness	298	774	A	Death	\$1,000
890	C. T. Johnson	Heart failure	3	3577	C	Death	3,000
891	W. H. McFarland	Consumption	330	3685	A	Death	1,000
892	G. F. Buckhalter	Accident	91	1866	C	Death	3,000
893	W. H. Meily	Diabetes	70	4453	C	Death	3,000
894	F. H. Hardenburgh	Phthisis Pulms	52	4191	C	Death	3,000
895	S. C. Crawford	General debility	223	1844	B	Death	2,000
896	J. L. Francis	Hemorrhage	14	12	D	Death	4,000
897	A. A. Ryan	Sarcoma of tgh	214	4593	C	Death	1,000
898	P. C. Cavanaugh	Gastritis	86	1740	C	Death	3,000
899	J. W. Beathard	Loss of left leg	100	5047	A	Dis.	1,000
900	E. W. Young	Tuberculosis	257	319	D	Death	4,000
901	S. D. Clift	Paralysis	92	149	A	Death	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,126; Series B, 2,905; Series C, 4,580; Series D, 369; Series E, 70. Amount of assessment No. 300, \$26,502; total number of members, 13,083.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to July 31, 1895	\$2,046,660 90
Received on Expense Assessments to July 31, 1895	41,728 30
Received on Applications, etc., to July 31, 1895	30,948 81
	\$2,119,338 01
Total amount of benefits paid to July 31, 1895	\$2,018,867 00
Total amount of expenses paid to July 31, 1895	70,752 00
Insurance cash on hand July 31, 1895	29,719 01
	\$2,119,338 01

EXPENSES PAID DURING JULY.

Incidental, \$5.75; Fees returned, \$12.00; Stationery and Printing, \$348.46; Salaries, \$381.67; Mail List, —; Legal, \$100.00; Postage, \$130.00; Exp. Ins. Com., \$168.14; Assessments returned, \$16; Total, \$1,162 02.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month and sometimes several months.

Received on Assessment No. 296 to Aug. 20,	\$25,130 00
Received on Assessment No. 297 to Aug. 20,	25,091 00
Received on Assessment No. 298 to Aug. 20,	11,461 00
Received on Assessment No. 299 to Aug. 20,	4,062 00

M. CLANCY, Secretary.



OBITUARY

Irwin.

The home of Brother Smith Irwin, of Division 262, has been bereft by the death of his beloved wife, who was called to her final reward late in May last. At a subsequent meeting of the Division resolutions were adopted conveying the condolences of the members to Brother Irwin, and the hope that time might lighten the burden of grief now so heavy upon him.

Loveland.

Brother A. L. Loveland, of Division 316, died at his home in Port Huron, Mich., on June 10 last, after a lingering illness. Deceased was a faithful member of the Order, a Brother in all the term may apply, an upright citizen and one who commanded the respect of all with whom he came in contact. His death was universally lamented, and especially by those to whom he was bound by fraternal ties. At a subsequent meeting of the Division suitable resolutions were adopted and forwarded to the sorrowing family.

Ennis.

At a regular meeting of Illinois Valley Division No. 222, C. R. C., held Sunday, Aug. 18, resolutions were adopted expressing the sorrow of the members at the death of Brother D. R. Ennis, and sympathy with the afflicted relatives and friends.

Rinney.

Brother J. M. Kinney, of Division 137, has been bereft by the loss of his wife, who died August 9th last. Brother Kinney and his two young children have the heartfelt sympathy of the members of Division 137 in this; the saddest of all earthly afflictions.

Seymour.

Clinton, the eleven-year-old son of Brother and Mrs. C. F. Seymour, died at their home in Minneapolis on the evening of the 21st ult. Little Clinton was an unusually bright boy with a happy faculty for making and holding friends, and to all these his death brought a deep and abiding sorrow. It was a severe blow to the loving parents and all will hope that strength may be given them from the source of all earthly solace to bear up under what must now seem like an irremediable affliction.

Adams.

At a recent meeting of Division 76, resolutions were adopted expressing the sorrow of the members at the death of Mrs. Lulu Adams and conveying to the bereaved husband and family their Brotherly sympathy in the hour of their supreme sorrow.

Bice.

Brother J. C. Bice, of Division 224, was recently called upon to mourn the loss of his son, a promising young man about twenty-one years of age, who was drowned near Atlantic City on the first of July last. The sympathy of the Brothers in this great loss was extended to Brother Bice through a resolution adopted at a subsequent meeting of his Division.

Sweeney.

At a recent meeting of Division 224, resolutions were adopted conveying the condolences of the members to Brother J. T. Sweeney and wife, who had recently lost an infant child.

Charles.

The members of Anchor Line Division, No. 217, extend their sympathy to Brother Clyde Charles, who recently met with a sad bereavement in the death of his father.

Rainey.

Brother T. J. Rainey, of Division 217, is mourning the loss of that friend of childhood, youth and manhood, his mother. The sympathy of all the Brothers, and especially the members of his own Division, will be extended Brother Rainey in his great trial.

Keesey.

The sympathy of all the Order will be extended Brother James Keesey, of Division 217, because of the death of his father. Deceased had been ill for some time but was apparently on the way to recovery when a sudden relapse brought an end to his suffering.

Miller.

Division 44 is in deep mourning over the sad death of one of its most respected and beloved members, Brother D. W. Miller, who was killed near Raton, N. M., on the night of Aug. 3d, while in the performance of his duty. He was for many years a conductor on the Northern Pacific, and later of the Denver & South Park and A. T. & S. F. roads, where he had a host of friends, both in and out of the Order, who will grieve with us. He was in the forty-sixth year of his age, enjoyed the confidence and respect of all with whom he came in contact, for his generous, kind and unselfish ways. A broken-hearted widow, who has the sympathy of the entire Division in these trying moments, is left to mourn the loss of a true and devoted husband. He was buried at Fairmont Cemetery, at Denver, on the 7th, under the auspices of the Order. The ladies of Division 23 were present in a body. Beautiful floral tributes from friends, the Ladies' Auxiliary of this city and Division 44 accompanied the remains to their last resting place.

Senft.

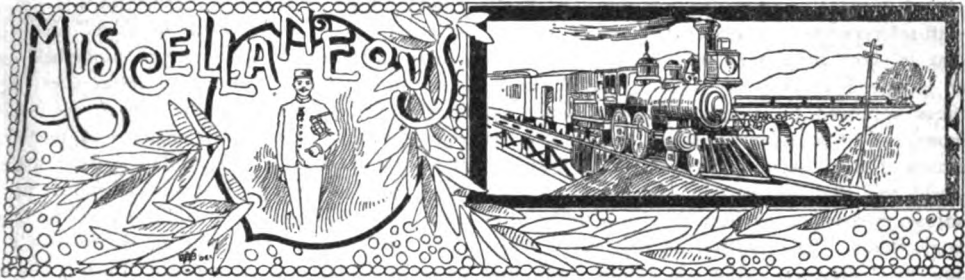
Sarah, wife of Brother Peter Senft, died at the home on Fourth street, in Dennison, Ohio, on the 1st inst., after a lingering illness of consumption. She was a loving mother and an affectionate wife, and was held in high regard by a large circle of friends. A lit le son and daughter and husband are left to mourn the great loss. A lovely selection of floral tributes were presented to the family by the members of Division No. 278. The funeral services were conducted in the Moravian Church, at Uhrichsville, Ohio, after which her remains were followed to Union Cemetery by a large procession of friends and relatives. Six members of Division 278 acted as pall bearers, viz.: W. E. Russell, E. Murphy, I. N. Oliver, J. A. McGee, A. Pumphrey W. Connors

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SOUND MONEY.

BY W. P. BORLAND.

In its relations to the complex conditions of our modern commercial life exchange is of scarcely less importance than production itself. So necessary, indeed, to the satisfaction of wants and the well being of the individual members of society, is a free exchange of the commodities produced by the various members of society, and so closely interwoven and dependent on each other are the various social interests, that, in taking a view of the whole field of commerce, it is impossible to separate production from exchange. Any obstruction to the full and free exchange of commodities necessarily reacts on production, and when exchange stops production must also stop. Whoever demands free production must also demand free exchange,—the one is but the complement of the other—and if it is true that government should refrain from interfering by any of its arrangements with the free production of commodities, it is none the less true that there should be no governmental barriers placed in the way of a full and free exchange of such commodities. It is asserted that government transcends its function when it grants legal protection to those arrangements which permit the principal instrument of production, the land, to be monopolized for the benefit of a class,—an assertion of fact—and there are those who contend that if production were to be freed from artificial restrictions, and all men were granted perfect freedom to produce according to their means, exchange would take care of itself; that is to say, that free producers

must necessarily become free exchangers. The proposition embodies only a half truth. It can be true only to the extent that the producers find themselves able to surmount those barriers which government has placed in the way of exchange. Government also transcends its function when it grants legal protection to those arrangements which permit the principal instrument of exchange, money, to be monopolized for the benefit of a class; and there can be no true commerce, no equitable exchange, until money as well as land is freed from the evils of class privilege and monopoly. Commerce exists for the benefit of the people, as the most approved method for satisfying individual wants; and money, and all representatives of value which are used for the purpose of effecting exchanges, is a tool of commerce. Commerce does not exist for the benefit of a few parasitic dealers in money; it exists for the benefit of all the people, and money is but one of its many agents.

"Whatever concerns money, currency, banking and credit," says Colwell, "must be considered as strictly subordinate to commerce, of which they are merely agents; this cannot be overlooked, in any aspect in which these topics may be considered, without hazard of error."

A sound money system, then, should accommodate itself readily to the needs of commerce, it should permit exchanges to be made without danger of loss, and with perfect freedom from unnatural restraint or friction. There can be no dis-

pute about this; yet, from the manner in which our financial concerns are treated by legislation, and from the tone of those expert financiers who have contributed to the controversy on the money question, one would be led to suppose that financial policy must be adjusted without reference to any of the specific needs of commerce, and solely with reference to some peculiar theory of money; that, in short, the money question must be settled on independent lines of its own, which lines are those approved by a special class of dealers in money, and who assume to speak by authority by reason of their peculiar position in the business world, and that the operations of commerce must adjust themselves as best they may to the solution offered. The position is that there is but one safe financial policy to follow, and that whether such policy subserves the needs of commerce or not, the policy itself must continue in force; that commerce, in short, must adjust itself to the workings of a particular theory of money, instead of seeking to adopt a tool of exchange which will adjust itself to the workings of commerce in general. The absurdity of this position ought to be sufficiently apparent, but it is the exact position of those who are clamoring for sound money, whether they realize it or not. The very first question to consider in connection with this subject is, what are the needs of commerce with reference to a medium of exchange? After this point is determined, then it is in order to adapt the proper instrument to the satisfaction of those needs. This interminable twaddle about sound money, gold standard, free silver, monometallism, bi-metallism; etc., is wholly beside the question at issue. Over against these macaronic theories, which are exploited for the benefit of class interests, should be placed the obvious needs of commerce as a whole, and the assertion that whatever medium of payment enables the people as a whole to make their exchanges with the least friction, the least cost, and the greatest safety, that medium is, to all intents and purposes, good money, sound money, and government has no warrant whatever to place the slightest obstacle in the way of its adoption by the people. How many of those who are loudly clamoring for a gold standard, free silver, government issues of paper, etc., have ever taken the trouble to consider whether or not the money advocated by them is exactly subservient to the wants of commerce? How many of those wise legislators of ours, who are posing before the country as great financial experts, are able to make a scientific showing that the theories they support would furnish the most facile means of payment for the whole people? How many of them have studied

the real needs of commerce in connection with their theories at all? Not many of them, I'll warrant. Economists of the soup bone Atkinson stripe, oppressed by the accumulated financial delusions of centuries, promulgate a definition of good money, as follows: "That only is good money which is worth as much after it is melted as it purports to be worth in coin," and it is blindly taken up and advocated as the highest expression of financial wisdom, without ever stopping to consider whether that is the sort of money that commerce is in need of or not. In medieval times the Atkinsonian conception of good money might have been good; that sort of money probably answered the needs of commerce in those days,—although we are not even so sure of that as we might be—but, in modern times it is a fallacy and a humbug; commerce has entirely outgrown the medieval idea of money, and it needs to be released from its swaddling clothes. The medieval idea is an obstruction to free exchange which must be removed. The puerile efforts which are now being made to force this nation to live up to this impossible conception of good money, and the inconveniences and losses which the business interests of the country are subjected to by reason of such efforts, ought to convince the most prejudiced person that this sort of sound money is not exactly as sound as it might be; and it would seem as though such inconveniences ought to stimulate inquiry among business men and direct their attention toward devising a medium of exchange which shall be strictly subordinate to the needs of commerce, capable of effecting exchanges without loss or friction, and certain to be confined solely to its legitimate function. Commerce needs a money which shall not be affected in its purchasing power by the fluctuations in value of any special commodity, whether such fluctuations are caused by speculation or not, and which may always be easily procured by those having ample security to put up for it in sufficient quantities to answer the legitimate needs of business; in a word, sound money. The first thing necessary to the attainment of this end is to dissociate the idea of money from its present commodity base entirely, and its relegation to a purely credit base where it properly belongs. The accumulated experience of many generations of money users proves conclusively that, so far as the needs of commerce are concerned, commodity money is not sound money.

In his "Money, Trade and Industry," page 1 Prof. Francis A. Walker has given us a modern definition of money, which definition will serve as a basis for a really sound money:

"That which passes freely from hand to hand

throughout the community in final discharge of debts and full payment for commodities, being accepted equally without reference to the character or credit of the person who offers it, and without the intention of the person who receives it to consume it, or enjoy it, or apply it to any other use than in turn to tender it to others in discharge of debts or payment for commodities."

That definition contains all the essentials of a sound money, and it will probably be accepted by all without controversy; the application of the definition is what causes trouble, it being contended that in order to obtain that desirable quality of universal exchangeability the money must be composed of some special commodity which will be readily accepted as a universal equivalent, or, at least, possess the quality of convertibility at will into such special commodity. But we know that this special commodity, which it is falsely assumed gives stability to our money, cuts very little figure in the actual operations of commerce; we know that this coin money to which we are wedded is utterly incapable of performing the operations of commerce; that, even when supplemented by a volume of so-called convertible money wholly out of proportion to the ability to convert, it is incapable of doing so, and thus forms a constant element of uncertainty and distrust; and that commerce has been driven in self-defense to invent credit substitutes for money in order to enable it to keep going at all. These credit substitutes have worked well as far as they have been applied, the only trouble being that they have not been fully dissociated from the commodity idea of money and permitted to circulate on their own merits, and the basis of their security being the same as that of the so-called money itself, it is impossible that their circulation should become sufficiently general to meet the requirements of the situation. Their use, nevertheless, gives us an idea of the true nature of modern money; that it is merely a certificate of credit which gives the holder the right to claim any species of goods he pleases, wherever they may be found for sale, to the value, stated in terms of money of account, expressed on its face. Its usefulness, or exchangeability for goods, therefore, does not depend on the value of the material of which it may be composed, nor on the assumed fact of its convertibility at will into any particular form of money or any special commodity. It is merely an order for all commodities which may be in the course of exchange, to a certain value, and its usefulness to the holder depends solely on the certainty that it will be honored as such. This being true, it follows that whoever is the owner of value designed for exchange has the

right to receive money based upon, and secured by, such value to the full extent of his ability to secure it, and that when so secured such money will circulate freely and without loss or inconvenience to anyone.

Look at the situation as it exists today: The government is the source of supply of money. It will coin gold into money for all who offer it, or it will issue gold certificates in exchange for bullion, and on this money it confers the function of legal tender. It also issues money on the security of United States bonds, but a bank must be organized in order to procure this money; it is not issued to an individual borrower. On the security of the one commodity, gold, it will coin money freely to the full extent of the security offered: or on the security of government bonds it will issue money to corporations organized expressly for the purpose of loaning money to the people, to the extent of nine-tenths of the security offered. Thus, as those owning the gold are generally also the bankers, the government monopoly of the issue of money virtually becomes a monopoly conducted for the benefit of a money loaning class. The individual who must have money to use in his business can only procure it by paying tribute to this class; he must use the credit of some money loaner, which he may do on payment of a sufficient consideration, although his own credit may be vastly superior and much more secure. Money is being borrowed in large amounts every day, on the security of farms, stocks of goods, railroads, steamboats, household goods, and, in fact, every conceivable thing that has value; but in no case can the borrowers obtain this money at first hand and at its cost of issue; they must apply to the money loaners for this money and pay a rate of interest for its use that business is entirely unable to stand, because it is higher than the average increase in wealth, a rate which must surely produce periodical stagnation and bring commerce to a standstill,—see the very interesting article on this subject, by Mr. J. W. Bennett, in the *Arena* for March, 1894,—and for this accommodation(?) they must put up security of undoubted value. This credit which the bankers loan in this way is based on gold. It is as good as gold, and when loaned on security there can be but the one conclusion, that the security is as good as gold also. The security is always equivalent to the money borrowed, and the money itself is equivalent to gold; therefore it follows that the security is also equivalent to gold. If it is equivalent to gold it certainly furnishes as good a basis for the issue of money as gold itself, and there is no possible reason why the person having ample security for

money should not receive such money at first hand, neither can there be the least doubt that money so secured would circulate readily, and without the slightest loss to anyone. The situation is just this: that for the use of an indispensable tool of exchange the entire business community are dependent on a specially protected class of middlemen who have a monopoly of the tool, and who are interested in making the tool as scarce and hard to get as possible. Here is a farmer who wishes to purchase machinery to the value of \$500. He finds that by paying the money for the machinery when he gets it he can obtain a discount of 6 per cent., but he has not the money, although he has an unencumbered farm, worth \$3,000. He must, therefore, for the want of this money, either defer the payment and pay the increased price, securing the seller of the machinery against loss by a note based on his unencumbered property, or he must apply to a money lender for the money, paying 6 per cent.—a very low rate in such transactions—for its use, and securing its payment at some future day by a pledge of his property. In either case this farmer is robbed of \$30, that being the sum that is tacked on to the price of the machinery if he is compelled to defer the payment, or that he must pay in exchange for some worthless bits of paper representing a banker's credit to enable him to take advantage of the discount on the machinery by paying for it C. O. D. And in either case the farmer has pledged his credit to the amount of several times the value of the obligation he incurs, in order to secure the machinery that he needs. Why is the \$3,000 credit of the farmer not fully as good to enable him to secure the benefits of immediate payment in this transaction as is the \$500 credit of the banker, which he borrows? Why is not the amply-secured credit of the farmer or business man just as much entitled to circulate as money as the less amply secured credit of the banker? What right has government to make these distinctions, granting to bankers alone the right to circulate their credit as money, and compelling all classes of money users to thus pay tribute to them? The credit of the farmer, the merchant, the manufacturer or the laborer is just as good as the credit of the banker, to the extent of their needs for the tool of exchange, as they must all deposit value amply sufficient to cover the issue in order to get it. Why, then, should the banker alone be granted money at the cost of issue on the security of his credit? There is not the slightest reason why this should be so.

Money is a medium of exchange necessary in the transaction of business between citizens, and as long as it seems desirable that the government

should control its issue in the interests of stability and uniformity, it is the very first duty of government to issue it direct to those who desire to use it, in the legitimate operations of commerce, and at the minimum expense. It is not property in any sense of the word, and every incentive to hoarding it should be removed. Under a proper system of issue there can be no such thing as "cheap money," or "dear money;" commodities alone being cheap or dear according to their market price, and money not being a commodity. Money can be issued safely and honestly by the government, or by authority of government, in but two ways: in return for services rendered, or as a loan on adequate security; it should always represent days of labor or material of value. The present system by which the government farms out the issue of money for private gain furnishes a fairly uniform and reliable currency, but it is an unreliable and dishonest means of distribution, because its volume is regulated by the owners of private banks for their own private interests; also dependent on the uncertain output of mines, and varying with the caprice of those who hold it in their control. The standard of value idea is a delusion and a snare, and there is not the slightest necessity to base the dollar unit on some definite quantity of a special commodity in order to keep it stable in its purchasing power; a dollar unit which circulates readily will always purchase a dollar's worth of commodities, determined by the law of supply and demand, which is the only way that prices can be determined under conditions of free exchange. A material scarce by nature is not fit to receive the government stamp which constitutes it money, because it is always sure to vary in supply and thus introduce disturbing commodity value influences into its money function. The money should be composed of a material so plentiful that neither nature nor designing man can reduce the supply below the government demand for it; it should also be durable, easy of transportation and difficult of counterfeiting. Paper money answers all the requirements. It is cheap, easy of transportation, difficult to counterfeit, and durable, because so easily replaced when lost, and to base the medium of exchange upon value is as effectual, so far as the money function is concerned, as to stamp it upon value. So much for quality; the next important consideration is quantity. There should be enough money to satisfy the legitimate needs of business, and those who are doing the business of the country are the best judges as to how much they need. Exchange should never be hampered for the want of money, and whoever has need of money to make desired exchanges, and has ample security to put up for

it, is entitled to receive it. There can be no danger of excessive quantity so long as every dollar issued is secured. What causes trouble from excessive volume is that only a part of such volume is secured. We restrict the issue of money to the security of a very insignificant portion of the wealth of the country. The security furnishes a very insufficient volume of money, and there is thus a constant temptation to supplement this volume with money that is not secured, and which cannot possibly be secured under the present system. It is this volume of unsecured money which always causes trouble. The secured money is all right, but the rush of the holders of unsecured money to convert it into that which is secured, causes panic and upsets the entire commercial system of the country, because the secured money is always insufficient in quantity to satisfy this demand when it comes to be made. If all money was amply secured such demands would never be made, because all would be equally good, and there could be no trouble arise from excessive volume; and it is just as easy to secure every dollar of money that goes into circulation as it is to secure every second dollar, or every fifth or sixth dollar. It is some times said that there is plenty of money in the country now. Yes, and by the same token there is plenty of ice at the north pole. The money is just as inaccessible to the one who wants to use it legitimately as is the ice at the north pole to the inhabitant of Cuba, who is suffering for the want of it. There is too much money in the country for the money loaners, but they are the only ones who are suffering from plenty. Of what use is it to tell the man who is in need of money that there are millions of idle dollars piled up in the vaults of the money loaners? Of what benefit is that fact to him, when in order to obtain any of that money he must pay for the use of it a rate of interest that is surely ruinous to his business, a rate which eats up all the profits of trade and is sure to force him into bankruptcy? The treasury report tells us that on July 1, 1894, there was \$24.33 of money in circulation per capita. The phrase, "in circulation," is misleading, as the factors which enter into these treasury reports have nothing whatever to do with the question of actual circulation. The statement is not correct because it is impossible for it to be correct; but suppose it were correct, what under heaven has the number of individuals in a country to do with the volume of money that is needed? If all this money were offered on ample security at an interest rate of 1 per cent. per annum, how long would it take to exhaust the whole pile? According to Mr. Bennett's *Arena* article, previously referred to, the total

wealth of the country is at least \$72,000,000,000; and according to the treasury statement the money in circulation to represent this wealth is \$1,660,808,708. Assuming it all to be in circulation, which it is not, we then have a little less than \$1 in money for each \$43 in wealth. And if there is to be any standard for the regulation of money volume, why should that standard not be wealth instead of individuals? But the meat of this question is just here: Mr. Bennett shows that the interest charge on the active capital of the country amounts to \$3,300,000,000 annually, this being \$1,100,000,000 more than the annual average increase in wealth. The total stock of money, then, must pass into the hands of the capitalists at least twice during the year in payment of interest alone. In addition to this we have a government charge of at least \$1,000,000,000 per year. Thus not only does our whole stock of money have to pass twice during the year into the hands of the capitalists in payment for the use of their capital, but nearly two-thirds of it must also pass, during the same period, into the hands of government to satisfy all the demands it makes on us. And all this is wholly apart from, and in addition to the performance of its legitimate function of exchanging commodities, which is beyond power to estimate. The volume of money can only be properly determined by the needs of the borrowers themselves; whatever they need to use in the legitimate operations of commerce, to be procured at a rate of interest which they can afford to pay, that is the proper volume. Paper in the form of checks and drafts might be trusted to supplement our currency and make supply equal demand, were it not for the fact that the great bulk of the people are not known beyond the communities in which they live, and are, therefore, debarred from using checks to any great extent in the outside world; and for the further fact that this paper does not circulate on its merits, but on the assumed merits of the same security which is behind the money itself, and is also completely under the control of the banking fraternity, and subject to the same exorbitant discount and interest charge which is forcing business men generally into bankruptcy. Our banks should be national in fact as well as in name. They should be managed by salaried officers of the nation in the interest of all the people, and should make loans at actual cost, under wise and conservative rules, to all persons needing them who can bring themselves within the rules. The money so issued should be made receivable for taxes and all public dues; that would be sufficient to insure its unquestioned circulation at all times. It would not be necessary to give it forced circulation by means of legal

tender; money as good as that would be would require no legal tender to support it. Each piece of national currency so issued would be in the nature of a certified check, enabling the citizen to do business with safety and dispatch anywhere, and the basis of issue would be all the wealth of the country instead of an insignificant portion of such wealth. This money would be absolutely sound money. Its cost to the borrower would be the expense of issuing it, taking care of the security and conducting the business; which cost could properly be met under the form of a rate of interest. This rate of interest need not exceed 1 per cent. per annum. According to the evidence of ex-Comptroller of the Currency A. B. Hepburn, (see *North American Review* for March, 1893) speaking of the "total cost to the government, from all sources, of the national banking system," "an annual tax of two-fifths of 1 per cent. upon the circulation would have defrayed all cost and redeemed all notes of failed banks." This two-fifths of 1 per cent. covers all expense of supervising these banks and furnishing them with paper

money, besides being enough to redeem all the notes of all failed banks. Adding to this the cost of conducting the business, which in Massachusetts averaged three-tenths of 1 per cent. per annum, we have seven-tenths of 1 per cent. as the probable cost of this money to the people. There is not the least doubt but the whole expense would be covered by a rate of interest not to exceed 1 per cent., but allowing for the widest extravagance by putting the rate at 2 per cent., we would still be within the limits of what business can stand without bringing about inevitable bankruptcy. We thus see that commerce is compelled to pay from 6 to 12 per cent. interest for the use of an unstable, dishonest and unsound medium of exchange, when it might just as well enjoy the use of a stable, honest and sound money at a rate of interest not to exceed 2 per cent. Why this is so can only be explained on the theory of dense ignorance and lack of the commonest kind of common sense on the part of the people in general, and dishonesty or incompetency on the part of the national financiers and lawmakers.

ART AND IMMORTALITY.

BY JOSE GROS.

"Come unto me and I will give you rest." As this sentence was addressed to those in great trouble, the word rest there must mean just the reverse of great trouble, that is, great joy. But, give to that word any meaning you like, and you will find that rest is just the thing that modern civilization makes it almost impossible for us to obtain. One of our present complaints is that sleep at night is often very difficult to be had. Nature does not deny that kind of rest to any sentient being, however low. Why, then, should it be often denied to men? Because men are seldom in peace with nature when awake. All the forces in the natural order invite a certain quantity of sleep at night, and many higher forms of rest during the day, if we go to nature and accept its invitations; but civilization gives us mighty little time for that.

In vain are we constantly inventing new machinery with which to simplify our own labors. Every new machinery seems to increase our excitements and make time more scarce for the simple joys and rest that nature offers to every one of us in its ensemble of beauty and art, and in the contemplation of which the soul can be refreshed so easily and completely. Take the humblest blade of grass and there you have already the rudiments of art. The process rises in beauty up

to the most majestic trees, up to the gorgeous Japanese lily with its superb tints and aromas; and so from insect to eagle, from rock to star in the depths of the infinite. The process can be followed in all directions from valley to hill, from plateau to mountain, from stream to rivers and lakes, from ocean into skies with their clouds of glory, and now and then with the marvelous music of the storms.

And what about the musical art as combined and recombined by man, who seems to even improve upon all the harmonies and melodies of nature, as if he was created to be the only conscious artist in the midst of that nature so replete with art? Well, something very funny happens when we reach man, that king of the finite, of whom we are told that he was built up after the image of his own Creator, the King of the Infinite! How often do we notice that the image in question is twisted out of all external beauty and charms, and has become the negation of all that art which pervades the whole universe from molecule to mass, from the caterpillar on earth up to the constellations in the heavens! And the contrast is more vivid if you come in contact with the inner perceptions of that dethroned king, very often a mere caricature, the only deformity in that cosmos of glory and beauty and art. We often

speak of the tramp or the criminal in jail with the utmost contempt; but there is not one of them anywhere from whom you cannot evolve some fine aspirations after some form of the beautiful in the physical or moral order, if you properly approach the man. No, not one. The writer has often tested that with the tramp, anyhow. And we could prove that to be the case with every criminal, if our space was not limited.

But why should man be ever a tramp, a caricature, a criminal, while other men are just the reverse? Why should all men be forever subject to physical or moral deterioration in the midst of that universe of perfect glory which extends its mantle of beauty and art to all animal life, species as well as individuals? Not a single individual in any of the species outside of human control fails to develop with its natural artistic symmetry, or ever lacks anything for its full enjoyment from birth to death. Not over 1 per cent in the richest nation can ever enjoy anything like that, and even they are subject to periods of physical or mental wretchedness. As for 80 per cent of the race, if not 99 per cent, what is life but a series of deprivations from the simplest and most natural joys?

At all events, a large majority of the people can only live by permission of the few, on the conditions they may see fit to fix. They are all strangers in the land of their birth, or wherever they may go, the bulk of those dropped on earth by the grace of God, the Lord of all; but only allowed to live by the grace of some self constituted lords, who are nothing but men after all, returning to the clay from which they were made to spring up by the Eternal Father, the only real Lord.

And here we are, on the brim of the twentieth century, after 6,000 years, or 60,000, for all we know, of human disasters, with the same predatory instincts of all times, forever trying to play the brother with each other, while really playing Cain with each other. Pain and sorrow does not seem to teach us any substantial lessons. Do you want any proofs of that? Look at what is taking place in our days with the worker and the machine he produces and handles. He produces the \$100,000 machine today, as he produced the \$10 machine one thousand years ago. Why should not he own the former as he used to own the latter? Because of intensified banditism today in our so-called christian social compacts. If you can give us a better reason let us have it, and we shall gladly give up our own. And, please, don't speak to us about brains or ability. Brains without muscle are useless. Ability without honesty is nothing but crime. And there is no room for crime in the natural order, because crime repudiates all beauty and all art.

We have now touched the key to the situation. Civilization has so far been a gigantic crime against the highest art, the art of government through which to evolve healthy nations and so healthy individuals. Art itself is nothing but the culmination of science actualized in forms of beauty for the development of all manhood, for the realization of high ideals among intelligent created beings. And who knows much about the art or science in governmental functions? Who has ever conceived government as the art of harmonizing all men's relations with each other and the universe around, so that to evolve the best that there is in each one of us, and remove what is not? Because the "Thy kingdom come" proclaimed by Christ cannot be a fiction as some people would like us to believe; so that we may be able to keep on, humbugging each other, as if we could never get tired of that job, and should never be anxious after a change, even if it is only for the fun of the thing! Have we not had centuries enough of organized anarchy, with the poverty that brutalizes downwards, and the wealth that brutalizes upwards, so to speak? The mere possibility of enjoying wealth in the midst of poverty somewhere, that alone would prove the brutalizing power of wealth, since the action of natural and divine law is to diffuse wealth everywhere. The mere superficiality of the joys that wealth *per se* gives, that alone shows the criminality of the laws of men, by which we subvert the order of creation and divorce civilization from all natural peace and joy.

Man, the artist in time finite, with his rudimentary or unsatisfied artistic aspirations, with his pantings for life immortal, he alone passes through life on earth forever afflicted both, with sorrow and meanness, with poverty and greed, in most cases unable to do justice to his best desires or most noble aims, forever forced to crush somebody else lest he is himself crushed by somebody. What a miserable existence, even when we belong to the successful class! And all because of that barbarous idea fed through centuries by wrong educational systems, the idea that only a few are destined to rise. That idea was totally repudiated by Christ in one of the last sentences of love sublime addressed to the Father and in reference to his followers, viz: "That they may be perfect in one."

That sentence alone is a flaming condemnation of all our christian civilizations, by which we have simply intensified the greed of the old heathen ones, through the same laws of exclusivism and monopoly, through the identical methods of taxation and monetary systems by which we literally force the few to rise at the ex-

pense of the rest, whether they like it or not.

Down with that low perception of life about the few alone being able to rise. Children of the same Father in heaven, of the same Divine Legislator, why should we not all rise, each in his own way and form of excellence, as a help to everybody else, and not as a hinderance as we do rise under our selfish human laws?

There is but one road by which we can attain high and noble ideas of life. We must work for the highest art, for the art of government. We have so far worked for governmental processes which kill all spirit of art and destroy all aspirations towards immortality except as an escape for that self crucifixion that we call progress, and which perpetuates all our imperfections instead of eliminating them. Rather than trying to be perfect in one, according to the divine injunction, we do our best to be all imperfect, and keep so, al

ways intent on self, always willing to help the poor and the degraded that we manufacture with our own laws, but never willing to stop the manufacture in question, never willing to become real artists, never anxious about commencing our own immortality on earth! We want lords and slaves, masters and servants, ability men and men without ability. There would be no fun in life without that. There would be something better.

What is far better than fun? Joy, and joy for all. We shall have that as soon as we prefer social righteousness to social iniquity, art in government to anarchy in government, laws of equal rights to laws of privilege. We shall then commence our immortality on earth. We shall then be all artists under the Divine Artist in heaven, and the grave shall then be but the portal of glory leading into the grander glory beyond, the eternal region of art eternal!

THROUGH TRIBULATIONS.

BY FRANK A. MYERS.

They look back now on those days of desperate straits and unspeakable pain, and sorrow and suffering as a sort of chastening and purifying that has made them better than if they had not passed through them. They were a refining fire.

To-day Fonso Redman is one of the most esteemed and efficient conductors on the line. Everybody is his friend, and he is specially the friend of the needy.

Ah, well, does he remember the time of need in his life, but, thank heaven, that is all in the past. He and his dear little faithful wife, Janet, have a little heaven on earth—a sheltering cottage of their own. They often talk of those hard days, when they are together. Life, they consider, is the sweeter for them.

They came from England to seek their fortune in America. They were poor, but full of the hopefulness of youth when they married. Fonso had said to Janet:

"We haven't much, Janet, but our youth, and we will go to that broader country where we will have a better chance."

Quoting from Ruth, she answered:

"Whither thou goest, I will go; and where thou lodgest, I will lodge; thy people shall be my people, and thy God my God; where thou diest, I will die, and there I will be buried: the Lord do so to me, and more also, if aught but death part thee and me."

So they bade their friends farewell, and sailed in a large vessel across the blue Atlantic, to the

"promise land." There they would prosper beyond the shadow of a doubt. Had they not heard much about its beauties and its opportunities!

But what a bitter experience they had! There is a touching pathos about it that starts a tear in the listener. It was for a long time nothing but trials and disappointments.

Armed with letters of recommendation and introduction, and full of sanguine expectation, Fonso applied for one and another position in Chicago, but in every instance he was unsuccessful. The world began to look very dark, but the trusting Janet put a bright side to everything, and with hopeful emphasis declared that everything would work out right in the end. Their purse was running low, and what to do, Fonso did not know.

At length they went to St. Louis, and there he met with no better success in attaining a position. It was not because he was not efficient, or that his appearance was against him—nothing of the sort. Times were dull and there were no vacancies to be filled. No one was turning off employes to take on untried men.

Stimulated by many promises of positions he continued his search for work in St. Louis until his funds were entirely exhausted, and with hope so painfully deferred, his heart sickened and he felt like giving up the struggle. What was the use, when it brought no good to them? Buffeted about from pillar to post, as it were, they began to understand what hardships were. But every evening, after talking over their immediate troubles.

they knelt down together and prayed to Him "who trieth the hearts of men," and who "knoweth all things," and felt better. They observed the wisdom of their fathers, who taught them to remember their Creator in the days of their distress, and he would deliver them, "because they trust in Him;" "He is their strength in the time of trouble."

"It is a painful thing to do, but it must be done," said Fonso, brushing a manly tear from his eyes and taking up a bundle of their best clothing, even their elegant and loved wedding clothes, and starting for a pawn shop.

"God bless you," said Janet, "we don't need them now." She stifled a sob till after the door had closed on Fonso, and then she wept as if her heart would break. It was hard, after all, to give up these things. But bread they must have in order to live. They could do on their old clothes now. What use had they for wedding clothes, poor and hard up as they were? But yet—but yet they were reminders of such happy days, alas! gone now and forever!

Through it all they never lost their self-respectability. Deep as they might drink of the wormwood and gall of bitterness, they would still be true to their better selves, and be polite and clean.

Turning their backs at length against the ungodly city of St. Louis, as they did against the reeking, filthy Chicago, they set out for Roanoke, Virginia, where they had friends. The delicate Janet, faithful as Ruth, uncomplainingly plodded along day after day, in all sorts of weather, and manifested an unflinching devotion that deserves to be remembered always. The way was long, and at eventide she was weary and footsore, and felt like crying her eyes out. Fonso cheered her up, and made many hopeful suggestions for her sake, that he knew were rash. But the jingle of the coin in the pocket has much of cheer in it. A merry word is easy said, and goes a long way.

"A merry heart goes all the day,
Your sad tires in a mile-a."

As the day began to decline into the night they applied at some farm house for lodging and supper. They were rarely refused, for their culture and refinement, despite their worn clothes, bespoke them consideration and kindness. Weary and heart-heavy as Janet was, she would often sing and play on the piano or organ for the good-hearted family, for an hour or more, and then retire for the night with silent tears brimming her eyes. They frankly explained their luckless condition to the kind and hospitable people with whom they lodged, and invariably Janet's sweetness and tender songs paid the bill and supplied them with a sufficient lunch for dinner on the weary way.

O, what a long, sad journey they had! It was an experience never to be forgotten.

When they at last reached their Roanoke friends they were treated so coolly that they felt they were not wanted. They concluded that, for one thing, it was because they looked so shabby. The strangers on the journey treated them kindlier than did their friends. This fact cut deepest of all. They had somewhat builded on their friends, and now like everything else, their hopes were turned to ashes. It was a bitterness in their mouths, so to speak. Friends feel a sort of liberty in treating friends differently from what they do strangers, especially those in need of help.

But Fonso set out and determined to find work of some sort, if it was to be had. He at length found a position as driver of a delivery wagon, at a nominal wage, but it was better than hateful dependence on the charity of others. It afforded them a plain living, and by dint of the greatest economy, they laid up a few dollars for a rainy day. The sun was not shining very brightly, even yet.

Once again Fonso found himself out of a job. The "hard times" had removed him from his place, not unfaithfulness nor lack of earnestness in his services. Then the unfortunate young couple drifted to Louisville, and finally to Evansville, Indiana. They seemed to be impressed that here they would find employment and live—live as near their ideal as may be in this world. Alas, how fleeting are all our best hopes and visions of better things!

The very first day, willing to lay his hand to anything that would earn a sufficiency of bread for Janet and himself, he obtained work on the streets, which were being paved with bricks.

"I told you, Janet," he said the first evening, in a joyous strain, "I'd find something to do in this city."

"I'm thankful—for your sake," said the unselfish, trustful Janet, in response.

In the hope of better things they now took a small room and lived poorly and secluded, but happy. They had seen so much worse days.

Being a lady of refined and cultivated tastes, Janet spent the major part of the day at the public library, reading and dreaming of her happy childhood beyond the blue Atlantic. Her unflinching presence, true literary tastes and refined deportment, at length attracted the attention of the chief librarian. This lady, Miss Amelia Chestnut, was drawn toward her by a tender cord of secret sympathy. She observed that she sat apart from the rest in a corner, all the day long, as if she felt beneath the others. Her clothes were very plain, but immaculately clean and tastefully arranged.

Her shoes were almost worn out and her hat was old and faded. Her appearance, somehow, told a sad story to Miss Chestnut, and that lady felt that she needed help.

Janet carried a small hand-bag in her hand, which she, strangely enough, never permitted away from her for a moment. Miss Chestnut began to talk to her, now, and to engage her in cheerful conversation, thinking she needed encouragement, for the sad look on her face was indeed distressing to behold. It was not a natural look, as was plainly evident, and therefore there must be a deep sorrow in her life. There was a pinched and hungry and weak air about her, and this emboldened Miss Chestnut to offer her, in the most natural and friendly way possible, a portion of her dinner. Janet timidly, but thankfully accepted it, and made a pretense of eating it. From her method of merely mincing the pie and cake, Miss Chestnut at first concluded the young lady must be sick or in delicate health, and unable to eat.

But from day to day their confidences and friendship grew more and more. Miss Chestnut learned Janet's name and where she lived, and became very much interested in her. Day after day, through the long, cold winter, Janet went to the library and enjoyed the new and interesting friend she had found in Miss Amelia Chestnut, a noble-hearted lady. Day after day Miss Chestnut took a double portion for her dinner, and without the slightest hint of charity in her act, always divided the cold meal with Janet, who thankfully accepted it, but never ate but the smallest part of what was given her. This fact was noted by Miss Chestnut, and she began to suspect the truth in the case.

One day Miss Chestnut, believing their confidence had proceeded far enough to warrant it, was emboldened to speak to Janet somewhat concerning her surmises.

"Pray excuse me," began Miss Chestnut kindly, "but I must speak to you. I want to ask about yourself."

Janet looked up hesitatingly, suspecting what was coming. But, O! how could she tell of her own distressing circumstances! At first she was inclined to keep her great trouble to herself, but her new friend, the first she had had for so long, had been so good and kind to her.

Then Janet, in a spirit that sought relief from the pent-up sorrow that consumed her, told Miss Chestnut her whole sad story, and before she had finished, the two friends were weeping silently together. It was so sweet to lean on some one else. Hitherto she had been the one sole stay of her husband, but now she could unburden her trouble-sick soul to another.

"O, we are so poor, and Fonso will not draw any pay till the end of the month," said Janet, between her relieving tears.

"I'm very glad you have told me. I think we can do some good," said Miss Chestnut, drying her own eyes with a lace kerchief.

"O, you don't know, dear friend, how much you have already done for us. We never cease to pray for you." Janet's tears flowed afresh. Her very soul was touched with gratitude.

"May I ask why you come here so regularly every day, when you could take your books home and read as well."

"Not as well, no. I'm ashamed to tell you all. But I will. We have but one small room, uncarpeted, without a stove, and only a bed and two poor chairs in it. I come here every day to warm, while Fonso goes off to work on the streets.

"O, Janet! Can this be true in this land of wealth and abundance! And do you go hungry, ever." Miss Chestnut did not suspect half the truth.

"I can't refrain from telling you the whole truth now, Miss Chestnut. You have been so good to me, and I'm so thankful—so thankful I fell in with you. You have no doubt noticed—I felt you did—that I only ate a small part of what you gave me to eat every day. The rest I saved and put in my little hand-bag here, to take home to my dear, hungry, toiling Fonso. That has been all we two have had to eat since you gave me the first meal. On that we have lived for nearly a month past, and Fonso has managed to keep up and keep going on it, though sometimes of evenings he has staggered in the door from his hard work, weak and tired and half starved, like a man under the influence of whisky. O, how sick it made my soul to see poor, dear Fonso come home in that condition! You don't know how good you've been to us, O, Miss Chestnut!"

It is but half the truth to say that Miss Chestnut was astonished—she was overwhelmed by what she had just heard. She was a Christian herself, and she felt that in all this sweet young wife's troubles and tribulations, God had not utterly forsaken her, for he had preserved her purity and respectability, and saved her from the pollutions of shame. However hard the hand of poverty and distress lay upon her, she was still a refined and intelligent lady. Her soul was knit to Janet's, as was Jonathan's to David's. She had loved her for her own sake. She was a noble little lady, a rare spirit in the world.

From that day forward neither Janet nor her husband went hungry again. Her pure devotion to her Fonso, that would starve herself that he

might have the gift of Miss Chestnut, brought its own reward.

Through the efforts of Miss Chestnut, some business men became interested in the sorrowful sufferings of Janet and Fonso, and secured him a good position in a railroad office. It was not long until he had demonstrated his merits and trustworthiness, and won the confidence of both his employers and associates.

They moved into a pleasant little house and lived comfortably and happily but unpretentiously. Janet often went to the library to have a grateful word with her dear friend, and Miss Chestnut never neglected an opportunity to visit Janet in her home.

As they could they added articles of furniture to their humble home, and before a year had ended they felt in comfortable circumstances. Janet took much concern and pride in keeping everything neat and orderly, and all for Fonso's sake. The lovely, devoted little wife lived only for Fonso. All things were done with the soul and single aim of making Fonso happy. Life had been burdensome enough, God knows.

One day a gentleman, a man of prominence in the business world, came to Fonso and induced him to give up his railroad position and accept what was represented to him as a better position. A much larger salary was offered him. Fonso was indeed glad of an opportunity to better himself, and felt that fortune at last "was coming his way." Relying on the responsibility and fair representations of the business gentleman who had sought him out, he cheerfully took the account books of the new house.

When he told Janet about the fine offer tendered him she thought perhaps it was a good thing, and yet she had her misgivings about changing positions. Still where better things were offered, it was not for them to hesitate.

In a few days after beginning his new labors the head of the firm came to him and stated in terse, cold terms that they could not keep him, however much they desired, and added that much as they regretted to dismiss him they wished him well. This man, whose life business was only money-getting, was kind enough to say that they were not displeased with him nor doubted his ability to keep the books properly, but the business not warranting his services at that time, they were obliged to dispense with them for the present; at some future time they might need him, and they would "hold him in mind."

Fonso was thunderstruck. The dismissal was entirely unexpected and he was unprepared for it.

With trembling step he hastened back to his former railroad office, hoping to recover his old

position. His heart sank within him when he was kindly informed that the place had been filled only the day before and there was no opening there for him now. How soon there might be they could not then tell. His old friends were powerless to "get him in" there again, and he thought they looked on him with suspicion. In this, however, he was mistaken.

There he was, once more thrown out into the cold world penniless and prospectless. He hastened home to tell Janet, his Janet, the desperate state of affairs that had again come, uncourted, upon them. This brave little lady encouraged him with every kind word she had at command, and told him not to despair, for God would not utterly cast them off forever.

Then, quite unknown to Fonso, she hastened to the library to lay before her kind friend, Miss Chestnut, the desperate thing that had overtaken them once more. This good lady told Janet not to feel badly about it, for it would all come out right in the end. She further said they had many good friends now who would take care of them.

Miss Chestnut interested the relief society in their behalf, and her own friendly gifts and those of her benevolent friends kept them from suffering and starvation.

Fonso, meantime, secured a lucrative position in a grocery house. He was promised a permanent place. But after a week the manager discharged him, on the plausible plea that he could not consistently get rid of another clerk, who had been with them a long time. Heartless as it was, this ruthless manager sent him adrift without any remuneration for his week's labor, except a profuse letter of recommendation, and a polite announcement (which, to Fonso's thinking, was polite irony) that he could hold out no promise to him for the future.

It seemed the hand of fate was entirely against them, and they were forced to pass under the rod. Their modesty and high sense of honor forbid all open announcement of their calamities. In silence they bore untold sufferings and privations, and but for kind, thoughtful friends and good, unselfish neighbors, they would doubtless have starved—to such a pitch had they again been reduced. Wonderful as it may sound, their landlord kindly permitted them to retain their modest little home without pay, until something should turn up in their favor.

In a fit of desperation Janet set out to find something to do. It seemed necessary to be busy, in order to avert painful thinking and perhaps insanity. She found work at sewing in a clothing factory, while Fonso still went about the streets seeking for something to do. Heartsick, weary

and in extreme distress he at length fell sick, and after a few days' work Janet was obliged to give up her position and nurse her dear husband. Miss Chestnut, with a broad christian sympathy, ordered a physician for the very sick man, and the sweet souled charity of the neighbors sustained all their physical needs. Their thoughtful and generous gifts alone kept the wolf away from the door.

Two or three young ladies circulated among their gentlemen friends, relating the sad case of Janet and Fonso, and secured a purse of ten dollars. With a Samaritan spirit they presented the purse to Janet privately.

"God is good," Janet said, lifting her tear-stained eyes to the noble donors, "and he will remember you. We shall never cease to thank you for this, which comes at such an opportune time, and to pray for you evening and morning. God bless you."

Her thankfulness and tears caused the tears to fill the young ladies' eyes, and with a swimming sight, one said:

"We have done only what we could easily. You are welcome to it. We will do more. Don't fear; you shall not suffer. Take good care of Fonso, and we'll see to the rest."

To their loving assurances and their interest and sympathy Janet could only exclaim:

"God bless you!"

Janet, devoted and tender, nursed Fonso back to health again in about three weeks.

"Surely God will send showers of blessings on the good friends he has raised up to us," said Janet prayerfully to Fonso, as he was again starting out to find work.

"I hope for the best always. These good friends we never can forget," he answered.

"Something tells me," Janet pursued, "that the worst is over; that our trial by fire has been for our good; and that you'll find work at once."

"I hope so," kissing her goodby and going out.

On the suggestion of a friend he applied to a railroad official, and without hesitation, he was given a position as brakeman on a passenger train

at a fair salary. His heart leaped for very joy.

He hastened home to tell his good luck to Janet.

"I said I felt you'd find work. May God bless you and keep you through all dangers." And she kissed him with rapture.

"I make my first run to-morrow," he explained. "I shall in future stick to the railroad, whatever oily-tongued men may come to me with fine offers," remembering his last sad experience in that particular.

It was not long until Fonso, through his efficiency, honesty and faithfulness, was given a train. His promotion was rapid and deserved. He was in every way worthy of the confidence placed in him, and he never was known to do violence to a promise.

When he told Janet of his promotion she cried out in joyfulness and tears:

"I'm glad, I'm glad!"

Then he took the faithful little wife in his arms, kissed her softly, and said:

"Janet, my own dear, you are worthy of the best love of the best man in the world."

"And I have it," she answered, looking tenderly in his beaming eyes.

By economy and stinting they saved enough to buy a little humble home of their own, and now no happier people are to be found in all the world. As noted at the beginning of this story, they often, in the shadows of the benignant evening, after the day's work is done, sit down together, like lovers, and talk of the sorrowful and painful days now happily passed forever. The prosperous present, compared with the horrible past, affords them a sweet delight that words fail to express.

In the library the other day Janet said to her time-tried old friend, Miss Chestnut:

"You, dear friend, have rolled away the clouds from my life, and I feel I can never repay you. God will surely bless you."

"I'm happy to know you are happy," answered this true christian lady.

"Fonso is promoted and is doing so well."

"He deserves everything he gets, and his nobility will no longer be crushed out and hidden."

OUR NEW YORK LETTER.

International naval combats with the bloodless strife of tiller and sheets, have again engrossed our local population to a very large extent, and it must be admitted that the final outcome of the contest between Defender and Valkyrie has evoked something of the spirit of real warfare. Long before these lines will be in print, the issue will have been exhaustively debated by the whole

country, but one would have to be on the spot to realize how much feeling was stirred up, first by the protested race, in which Valkyrie fouled her opponent and then came in first by so narrow a margin; and later by what is generally considered her peevish withdrawal on the plea that the course was not sufficiently free from excursion boats. As to the protest, the general feeling was that it

would have been better to have given the Englishmen the race, though it must be feared that something of this magnanimity was due to the fact that we were all quite confident she would lose the next time anyway, so that the gift would be quite a safe one.

On the point of the withdrawal, there is really but one opinion to have; that it was a singular exhibition of British arrogance, and displayed in a most babyish way. One need not be a jingo to recognize one disagreeable characteristic in our kin across the sea; that they are addicted to laying down the law to other people and expecting that their prejudices shall be considered in the most exacting manner. The proposition that a foreign boat should select the exact course, or even the kind of course for the race to be sailed over, involved a degree of assumption that if conditions were reversed, they would look upon as impertinence to be expected only from an outside barbarian who knew no better. But the ground for objecting to the time-honored course of the club holding the famous cup, that it was too subject to crowding by excursion boats, was childish in addition. From one point of view, the cry which has been raised on this score by English yachtsmen and English papers, is little more than an excuse for their repeated failure to win; but at bottom, it voices a snobbish sentiment that this is a sport for the upper circles of society, into which *hoi polloi* have no business to thrust themselves. As a matter of fact the crowding has never been so serious as has been attempted to make it out to be, and on this occasion, or rather on the first day, of which the Englishmen particularly complained. I can say from personal observation that it practically did not exist, but that on the contrary the steamboat captains showed remarkable consideration.

One very funny feature of the whole business was the tremendous fluke which the *World* made in trying to get ahead of its journalistic brethren, and by guessing at what at one time looked like the probable result, published a totally wrong account. Of course, the rest of the papers were in high glee over the occurrence, for in this city, the journalistic competition is pretty much the *World* against the field, that paper having been of late years so much more successful than all the others. As has already been said in this column, the New York press is not only singularly slow to reflect public sentiment, because of the isolation of the editors, which arises from the sharp differentiation of all pursuits in a great city; but it is also one-sided to a degree that is abused when we consider the position of real independence that our big papers

occupy, of the influences to which country papers must necessarily bow.

There is very good reason to believe that it would pay in the handsomest way for our papers to present the news with real fullness and fairness; but instead of this, all of them more or less, not only color their reports as well as their editorials most inexcusably, but also constantly suppress important news that does not please them. The *Tribune* has dropped out of the running altogether as a general newsgatherer, and caters only to a small and extremely prejudiced class, and the *Times* and *Evening Post* follow something of the same course, except that they seem to give themselves up to the venting of personal spite on the part of their managers, and to nursing the latter's intense personal conceit, even more than to flattering the prejudices of the "better classes," who chiefly compose their clientele. The *Herald* has sadly sunk from its high estate of enterprise since it has been run on the absurd basis of a New York paper, managed by cable from Paris; and the *Sun*, while it has elements of great ability, has also a satanic quality that leads it often to pervert facts more than any of the others. The *World* alone, with all its tendency to "fakes," its ridiculous boastfulness and a sometimes blackguardly tone, is conducted with a certain amount of rough and ready fairness, much on the lines of the *Herald* in the old days of the elder Bennett; and this it is, probably, which accounts for its phenomenal growth. But its brethren in the trade hate it accordingly, and when a fiasco like that of the yacht race report occurs, rejoice exceedingly.

It must sound strange to western readers, but we are only just in the preliminary stage of electrical transportation, out of which most of the smaller towns long since passed. This is principally because public sentiment has been so firmly and unwisely set against the use of the overhead trolley in our city streets; and until the railroad managers had become convinced that this sentiment could not be broken down, they hung back from entering on the more costly work of underground installation, which they are only just now beginning to undertake. But it is somewhat odd that suburban development of this sort has been so slow. Now, that it has at last set in, it has come with a rush, and the first effect is the ruining of about every decent village street in all of our many suburbs. At my own home, on Staten Island, there is a particularly glaring instance, where a most beautiful road, running along the shore in full view of the best part of the bay, and a benefit, not only to the residences which front on it, but also as a pleasure highway to the entire

population, rich and poor, has been given over to the ravages of a double track trolley which will forever destroy its picturesqueness and do away with the possibility of its common use. The worst of it is that the entire distance was already served by a steam road at the base of the bluff, on top of which the highway had been built, so that there did not seem to be any reasonable necessity for the existence of the trolley here; and the public are not even repaid for what it loses, by ownership of a valuable franchise; since, of course, this has been given over to a corporation, and a foreign one at that. Inasmuch as we have always required steam roads to buy their right of way and lay their tracks where they would interfere least with individual traffic—even though we have permitted them to become our masters in so many other ways—it is hard to understand why we are invariably so ready to give another form of railroad the privilege to enter, almost without compensation, on the public land, improved at great public cost. Especially is this strange since electrical propulsion has so advanced that the cars are run at rates of speed which rival that of most trains drawn by locomotives, certainly of such trains as perform local service; so that in the matter of danger to other traffic, there is but little to choose between the two modes of transit. With evidences of public fatuity like this so often confronting us, it is certainly disheartening to work for reforms that depend upon an awakened

public conscience, or even an enlightened sense of the common good, and yet we know from experience that, sooner or later, the people as a whole will do the right thing.

That illustration of the opposite line of policy—the effort of our self-sufficient police commissioners to impose upon the people of this city a drastic enforcement of Sunday laws, which have been enacted for them against their will, by representatives of the rural districts—continues to agitate New Yorkers more than any other one topic of interest. The latest phase of it is the announcement that the war is to be carried into the sacred precincts of social clubs, but up to the time of writing it has not been remarkably successful there, and it is amusing to see how the comparatively small class among whom Roosevelt's supporters are to be found, calmly take the position that this law which they pretend to deem so sacred, must not be stretched to interfere with their comfort. Meanwhile the sentiment in favor of greater liberty, which before was quiescent because our local officials have always exercised some common sense, is deepening and broadening all the while; and although it is not at all likely that any radical change in the law can be obtained, one good effect that is quite probable is the intensifying of the American spirit of opposition to paternalism, that seeks to exalt statutes above citizens.

EDWARD J. SHRIVER.

LOVE'S OFFERING.

Written for the Railway Conductor.

I wear your letters o'er my heart,
It is there they softly rest,
They seem to soothe the soul's keen pain,
That lurks within my breast;
Their precious contents I oft read—
Each cherished word you've said—
In life I'll wear them o'er my heart,
They'll lie there when I'm dead.

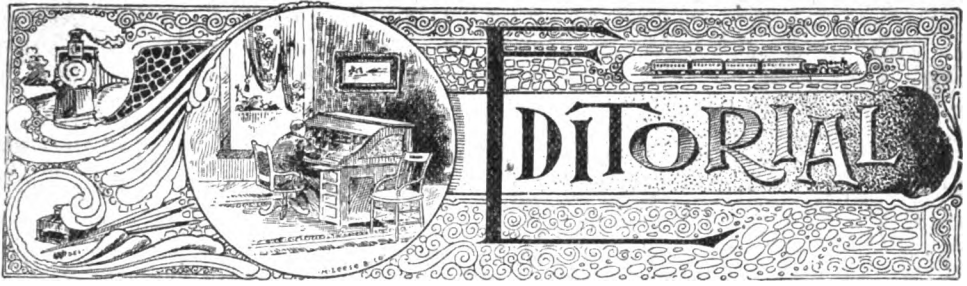
The love you say you bear for me
I read in every line,
But fate has willed that we must part,
That I can ne'er be thine;
But in those white-winged missives, dear,
Are loving words you've said—
In life I'll wear them o'er my heart,
They'll lie there when I'm dead.

West Oakland, Calif.

Some friendly hand will place them there,
'Twill be my last request,
Their fond and tender words of love
Will be a mute caress;
E'en though our paths do lie apart,
As you have oft times said,
I'll wear your letters o'er my heart.
They'll lie there when I'm dead.

When I beneath the coffin lid
Shall sleep in death's embrace;
When I no more can read the lines
Your loving hand has traced
Upon each page, so dearly prized,
O'er which sad tears are shed,
Your letters that are mine in life,
Will still be mine, when dead.

MRS. NELLIE BLOOM.



Our readers who write to any of the firms advertising in these columns are requested to mention
THE RAILWAY CONDUCTOR.

E. E. CLARK and M. CLANCY, MANAGERS.
W. N. GATES, ADVERTISING MANAGER, 29 Euclid Avenue, Cleveland, O.

E. E. CLARK, EDITOR, ☐
J. A. MILLER, Ass't.

NOW IS THE TIME TO ORGANIZE.

The need for a thorough federation of the railroad men, and through them, all the working men of the country for the single purpose of securing those political rights so long denied all members of their class, cannot be too often nor too strongly urged. This is the political season of the year, though the campaigns now on in the different states are but the preparatory skirmishes for the great struggle of the coming year. It is important that the members of the various state legislatures should be friendly to labor, but to railroad men in particular, the chief interest must center on the members of congress who will come before the voters next fall. Every great and enduring reform must come from them, hence it is especially important that none be chosen who are not pledged to the support of the cause, and whose lives and characters are not warrant for the keeping of every pledge. Organization is unquestionably the central thought of the age, and nothing worth the having can be secured without it. Neither can we expect to put off the work of organization to the last minute and then trust to chance and the justice of our cause to win an unearned victory against the best equipped and most carefully drilled political forces the world has ever seen. For years the men who represent capital have foreseen that a struggle must inevitably come, and they have thrown around their position every fortification unlimited means and the highest talent could command. They will resist every advance, and if any permanent victory is to be gained, it will be only at the end of a long and bitter struggle. Not a month passes without adding to their strength, and for that reason it is

of the first importance that the forces of labor lose no time in preparing for the encounter. Now is the time to take up the work of organization in earnest and push it until by next fall every state and every congressional district will have its active aggressive body of working men who will know their rights and be prepared to enforce them. It is encouraging to note the unusual attention workmen are now giving to politics, as applied to their own particular interests, and the practical turn their thoughts are taking. There has been no disposition to draw the unions into politics, but there has been a very general movement in the direction of lining up the members regardless of all past affiliations. They are beginning to have a clear understanding of their respective needs, and move with a new appreciation of the added strength to be gained from unity of action. Here is the point where all such undertakings in the past have been weak, and the professional politicians have not been slow to take advantage of it. The apparent diversity of interests between the various crafts, the jealousies which seem certain to accompany every human endeavor, the different requirements of labor in different sections, in short, every foible and weakness of humanity has been worked to the full limit, and with such success that the inevitable union of all the workmen of the country has been postponed for years, and what should now be an established, irresistible force making for the good of labor, is but just entering upon the field of action. It needs but a casual view of the situation, however, to convince the most skeptical that the first and most important

step has been taken, the onward march has been commenced. New Jersey is beginning to feel the weight of its united railroad organizations, and unless all present indications are in error the coming elections will evidence their strength. Others of the eastern states are falling into line, and good may be confidently expected to result in direct proportion as their endeavors are well considered and unselfish. Texas represents the

extreme southwest in this movement, and is doing it nobly. There the nucleus has been formed of an organization which is destined, if maintained on the lines now established, to be one of the most potent factors in the politics of that state. The good work has been commenced with the brightest prospects, and if all will only join with the same consecration to the common cause, the result cannot but be of the greatest benefit to organized labor.

THE STATISTICAL METHOD.

One of the most interesting meetings of the past month was that of the National Association of Labor Statisticians, who gathered at Minneapolis on September 17, last, for their eleventh annual convention. It has been but a few years, comparatively speaking, since the students of social and economic science began to appreciate the true value of statistics, scientifically collated, as a basis for their reasoning, but since that time the two have been practically inseparable. In 1869 Massachusetts established a bureau of labor statistics, and it proved to be so well adapted to the work in hand, and so productive of good results, that thirty four states have since followed the example and now have similar departments, fairly well equipped and active in the same cause. The heads of these departments make up the membership of the association in question, and their annual meetings for the exchange of experiences and opinions, and the discussion of matters directly pertaining to their work, have proven both helpful and refreshing. One of the most valuable features of this particular gathering was the discussion as to "how far the statistical method may be applied in the investigation of causes." In this discussion the speakers brought out very clearly many of the practical results secured through their investigations, and some of these instances may not be without interest in this connection, as indicating what has been accomplished in this line. One of the commissioners cited a case in which it had been demonstrated by the statistical method that a certain street railway had been paying dividends upon largely inflated values at the expense of the public and the employes. When a company gets its franchise for nothing and can pay dividends on a valuation enormously above the cost of its plant it is evident that the taxpayers and the employers are taxed by the corporation. It was his opinion that statistics would play an important part in the final decision of all questions pertaining to watered stock. Another member gave the figures showing that during a series of years the lands of the

Chicago poor had been taxed 17 per cent., while lands held for speculative purposes had been taxed only 5 per cent.; also that the street railways and gas companies of the same city pay dividends averaging 8 per cent. on an enormous amount of watered stock. Other reports were made showing the good work done in the same way by discovering the causes of strikes and other labor troubles and thereby making their prevention possible. Many additional cases were presented, all showing how great is the aggregate good accomplished by these commissions in working out special cases, as well as the value of the material thus gained as a foundation for future investigations.

Almost one entire session of the Association was given up to reports of the work then in hand, and upon which the Commissioners expected to report in the near future. According to President Wright, the National Bureau is at present inquiring into the factor of female labor along the lines of reasons of women for entering the labor field, their conjugal relations, their education, their fitness for their duties and the excellence of their work as compared with that of men; also to what extent women are taking the places of men or boys. The department is also working upon the extensive question of the changes that have been wrought by the introduction of machinery. Now is a very fitting time for this work, because the men who have seen the changes made are growing old and passing away. This investigation will be carried on in all industries, and when completed will be of great economic value.

The Massachusetts Bureau has been investigating the wages of the working women, who have received a special or college education, as compared with those paid men. The bureau has also been working on the effects of alcoholism on industry and crime. In addition, it has been formulating a general table of wages paid in all industries.

For special features the Pennsylvania report will present the status of men in the building

trades from 1890 to 1894; the condition of women in clerical occupations and the tin-plate and silk industries. Commissioner Merriweather, of Missouri, has begun a study of franchises, especially of street railways, with a view to determining how much is paid for them outside of corruption funds. In New Jersey the Department is working upon the industrial depression, co-operative societies and the cotton and woollen industries of that state. Michigan is making a specialty of the status of its street railway employees. In Minnesota the Bureau is investigating the burden of taxation borne by different industries, and especially by the railroads. The method of taxing the railroads in different states is reviewed in this work. In some states the railroads bear more than their share, while in most of the western states it is 20 to 30 per cent only of what it should be. The Department is also trying to ascertain what relative portion of taxation is borne by the farmer. The object of these investigations is to throw light upon the matter of attaining a just and equitable system of taxation. Another subject is the distribution of the wealth left by deceased persons.

These are only a portion of the states reporting,

but they will suffice to give something of an idea of the extent of the work these gentlemen have on hand. It will be seen that the special features in each state are different, thus preventing the waste of labor which must result if several, or even two, were to take up exactly the same lines and giving much broader results when the sum total of all their labors is made up. These annual meetings enable the Commissioners to maintain this diversity of investigation, as each can learn of the others particular lines of thought through the reports and discussions, and thereby guide his own efforts. The value of a full investigation of all the subjects here outlined will at once be apparent, and the facts and figures thus gained should make plain the remedy for many of the ills from which much of the labor concerned now suffers.

At the close of the convention, Hon. Carroll D. Wright, United States Commissioner of Labor, was honored with a unanimous reelection as President of the Association, the same compliment being paid all the gentlemen holding the more important offices. The next meeting will be in Albany, N. Y., at a time to be determined by the executive committee.

THE STRENGTH OF FRATERNITY.

While a great deal has been written and said about the benefits arising from labor organizations, it is a question whether sufficient emphasis has ever been given to the part played by their purely fraternal features in the accomplishment of their splendid work. It has been easy for the members, and the outside world as well, to see that through such organization wages have been increased and the membership improved in everything which goes to the making up of a valuable citizenship. While thoroughly appreciating these excellent results, they have been in the main attributed to pure force of numbers, or to that intangible something called law, which holds such bodies together, and but little consideration has been given to a silent, but none the less potent, force of brotherly love which has been constantly working with them toward the same end. The National Fraternal Congress, the ninth annual session of which is to be held in Toronto, Canada, during November next, is a pertinent example of what may be accomplished by this particular agent. This congress is made up of representatives from some forty of the fraternal insurance companies on this continent, all of them active competitors in the same line of business. It would seem that no field would offer as little pros-

pect for the accomplishment of a thorough fraternal union as this, and yet their achievement in this line has been little short of wonderful. In his annual address, delivered at Buffalo one year ago, President Boynton outlined their accomplishments in the way of uniting conflicting interests as follows:

We have met to carry out that scriptural injunction as far as human nature will permit, "Love thy neighbor as thyself." While it is probably impossible for us to literally obey that command, given to the people nearly two thousand years ago, we can and are, through these fraternal gatherings, getting nearer and nearer together, thus enabling us to harmonize opinions and unite on general principles although differing on details. It is impossible for us to all agree upon everything. We will have our differences, and we should have them. If not, all advancement and progress would cease and the world would retrograde. We grow wiser and better by a fraternal exchange of opinions. We can more easily settle our differences by coming together as we have today, meeting each other face to face, working shoulder to shoulder for one common object and purpose, through this organization, the tendency of which is to elevate and uplift mankind. Twenty-five years ago no one would have dreamed that it would have been possible to bring so large a number of societies in this country, rivals in so far as their business objects were concerned, together in one grand body like the National Fraternal Congress. Hence, we have reason to rejoice over what has been accomplished so far, and have reason to believe that the future is bright with possibilities. The secret of the success of this wonderful union of beneficiary societies lies in the fact that they are founded upon both business and fraternity, equally mixed. * *

The founders of these orders built better than they knew, in their efforts to provide protection for the common people at actual cost, without profit or gain. It has proved to be a happy combination of business and fraternity, which grows broader, deeper, and stronger

each passing year. The wonderful success of this system shows that co-operation when founded on fraternity can be made a success. How do we know but what the successful application of this principle to the life protective system may eventually bring capital and labor together, through co-operation, in the various trades and branches of industry, and thus settle a question which now separates them and creates what seems to be unnecessary antagonism.

There is a direct analogy between this combination of fraternal societies and that which it is proposed, in some sections of this country, to make of the railroad organizations. If the one has already succeeded, there is every reason to hope that the other, carried forward on the same lines and in the same fraternal spirit, will achieve even more than is now hoped for by its promoters. There is also food for reflection in the suggestion that through fraternal co-operation may yet come a settlement of those differences which now divide capital and labor. If these societies, actuated by a purely fraternal spirit,

can successfully conduct their immense business, paying out annually something like \$35 000,000, why may not the same principles be applied to all lines of business? Our own insurance department is an example directly in point of the great saving that may be made through the conduct of that important branch of our business on a purely fraternal basis. If our members may combine and thereby effect a saving on their insurance, why may they not combine on any other one or all of their interests with equal profit? What is true of our membership would be equally true of any other, and the logical conclusion would seem to be that only through co-operation, backed by the spirit of brotherly love, which is the strongest factor of all such organizations, may the vital questions now confronting us all be solved.

SHOULD BE BROUGHT WITHIN THE LAW.

There is an old saying: "Whom the gods would destroy, they first make mad," and it is so peculiarly applicable to those who have in charge the conduct of organized capital in this country as to give the impression of having been intended for their especial case. In spite of the fact that trusts are made criminal by law, these organized enemies of society are constantly on the increase, and are so emboldened by success as to throw off the last vestige of disguise. A few days since the window glass manufacturers of the country met in Chicago and entered into a combination for the open and avowed purpose of raising the price of their products. There was no effort at concealment on their part; full reports of their proceedings were given to the daily papers, together with the purpose which had brought them together and the amount they hoped their combination would enable them to add to the price of window glass. But a few days' conference were necessary for these gentlemen to reach an understanding that was mutually acceptable, and it was then given to the public with as much pomp and circumstance as should have surrounded a great victory for the people. Some idea of the fearlessness with which they announced the accomplishment of their unlawful purpose may be gathered from the following paragraph which appeared the next morning in one of the leading Chicago dailies, under the caption "Glass All Cornered :—"

Arrangements for a combine of all the window glass manufacturers in the western district were perfected at the Auditorium yesterday, and the price of window glass was boosted 8½ or 9 per cent. Hereafter the entire product of the seventy window glass concerns in the

district, whose capacity is 4,800,000 to 5,000,000 boxes a year—\$10,000,000 to \$12,000,000 worth—will pass through the hands of but two sales agents, one at Pittsburg and another in Indiana. The product of the window glass manufacturers will be turned over to customers in the same manner that the straw board manufacturers of the country recently agreed to dispose of their product.

Of course, this is comparatively a small matter so far as the loss to the people as a whole is concerned, but as an infringement of rights and an indication of the evident course of business under present conditions, it is worthy of the most thoughtful consideration. In this connection it may be well to remember that at the close of the meeting a semi-official announcement was made of a further advance in the price of window glass, reaching from 15 to 25 per cent., which the combination expected to make on or about October 1. The bottle makers, who had been simply waiting until the window glass trust was an assured fact, followed the next day with a similar combination brought together for the same purposes. It has been but a few weeks since the Standard Oil trust was enabled to squeeze an immense fortune out of the people through its monopoly of that product and this in the face of the argument which has always been relied upon to support this particular iniquity, that while it was undoubtedly a monopoly, it was the means of giving the consumers better and cheaper oil than they ever had before its organization. It is well known that our sugar, meat, and in fact, nearly all of the actual necessities of daily life are doled out to us through some such combination as these, thus giving to their promoters practical control of those things which are essential to the living of all. Our iron output will soon

be in the hands of a privileged few, the price of coal has long been out of the reach of purely market considerations, in short, everything seems to tend toward a condition under which all the vital interests of this nation will be under the absolute control of the few who have the money, leaving to the many no hope beyond continual servitude. There seems to be no limit to the rapacity of capital, and the laws as they now stand are powerless to prevent encroachment upon the rights of the common people. There is hope,

however, in the knowledge that the people are beginning to appreciate these dangers, and, without thought as to party lines, are preparing to compel their representatives to give heed to some voice beside that of the money interest. All that is required is a season of unselfish devotion to principle, a willingness to give up something of prejudice to the common good and unity of action such as is now being outlined in some of the states, and all these oppressive privileges, together with the combines to which they have given life, will be swept away.

THE DUTY OF HOPEFULNESS.

One of the most deplorable characteristics of the reform writers and speakers of the day is the persistency with which they dwell upon the worst features of the labor situation and the utter hopelessness with which they view the future. If there is any one lesson which history especially emphasizes it is that the world on the whole is constantly growing better, and that the portion of this improvement meted out to labor is by no means the least. Nothing is to be gained by forever dwelling upon the ills of life, unless it be done in a spirit of hopefulness, and with the determination to do all within the limits of human possibility to bring about better conditions. The following bit of philosophic comment bearing directly upon this point, from the pen of Editor Foster, of the *Labor Leader*, is well worthy of thoughtful perusal by all, but more especially by those who are inclined to be disciples of the pessimistic school:

Mental bias follows the same general law as physical bias, and perpetual dwelling upon any one topic naturally enough leaves its impression upon the mentality. Most men are one-sided, anyway, and insistent pursuit of any theory makes them lop more and more. The fanatic thus

becomes the sequence of the hobbyist, and the one idea which, in its proper relation, had in it much of truth, careens the entire personality of the holder until all other ideas are looked at obliquely and lose their true sense and meaning. These reflections are prompted by the doleful note of pessimism which runs throughout all the social reform world. A chronic shade of blue seems to steep its literature, its orators, its philosophy. It seems to be thought necessary by many of its exponents that the first thing to be done is to make sure of the fact that this is the worst possible world to live in. All wage earners must be "slaves," all employers "robbers," all institutions "organized robbery," all political parties (excepting the reformers') "combinations of plunderers and thieves," all members of other schools of thought "fakirs."—and so the merry war goes on, with great strain on the epithet capacity of the English tongue. There is good reason for doubting the wisdom of this social hypochondria. There is evil and misery enough and to spare in the world, but there is nothing in the laws of nature or the history of humanity which warrants the assumption that permanent remedy is to be hoped for by any system of philosophy which would lessen the consequences of one's own conduct by placing the blame upon "existing conditions." On the other hand the weight of evidence goes to show that the forces which make for good, for social improvement, are at least keeping pace with other and adverse tendencies. There are multitudes of good and just men and women, and not all of them are wage earners either. There are organized activities—more often than otherwise apart from the state—which throw their entire influence in the direction of making the world a better place to live in. There are hundreds of thousands of people working for wages who are not "slaves," and who have no intention of becoming "slaves." There are good citizens and rational persons in all parties and positions of life, to whom the over-statements of our too zealous friends simply carry evidence of illy-trained powers of thought and application.

The fortieth semi-annual convention of the American Association of General Passenger and Ticket Agents was held at Boston, commencing on the 17th ult. The gathering was as large as any in the history of the organization, and the sessions were full of interest and value to all the delegates. The next convention will be held in Richmond, Va., on the third Tuesday in next March.

The business revival which is now being experienced throughout this country brings hope to the railroad man, not only because of the increase of traffic, but because of the promise it holds out for the building of new lines in the very near future. Almost every daily paper contains accounts of new ventures in this way on which work is to be com-

menced immediately, or at the furthest, with the opening of the coming spring. Every new road means just so many additional places, and all will hope that so many of these promises will materialize that in a few more months there will not be a competent railroad man in all this country out of employment.

The approaching trial of the "horseless wagons" at Chicago is being awaited with universal interest, and the general opinion appears to be that they will mark the beginning of a new epoch in more than one line of industry. If even one-half of what is claimed for them by their inventors proves to be true their general adoption is but a matter of a few months at most, and another severe blow

will have been struck at the now discredited horse. The express companies and others doing business on the same lines are following all the steps taken in this new departure, and stand ready to adopt the new wagon as soon as its efficacy has been proven.

Among the subjects that will again come up for discussion before the next convention of the American Federation of Labor will be the inauguration of a general movement for an eight hours working day. Some of the leaders in this movement favor the selection of one of the strongest organizations in the Federation to make the fight, backed by the financial and moral support of all the rest. This subject is being given every consideration, and from present indications the delegates will be thoroughly prepared to decide when the plan is brought before them for final adoption.

The numerous large gatherings held in all portions of this country during the past few months have furnished a rich field for the scalpers and they have not been backward in harvesting it. It has been but a few weeks since five of these enterprising gentlemen were lodged in jail at St. Louis, charged with forging tickets, the ordinary profit of that business having proven too slow to suit their advanced ideas. A similar fate awaited quite a body of this same ilk who went south to try and work the veterans at Chattanooga, and the visitors to the Atlanta exposition, with bogus tickets at low rates. There is no confidence game so dangerous as that which is carried on under the guise of a legitimate business, and the severest penalties known to the law should be meted out to all such swindlers.

The New York Central has again given the world an object lesson in the conduct of fast trains, and has set the speed record where the English will have difficulty in reaching it. On the 11th ult., a train, practically the same as the Empire State Express in all essentials, made the run from New York to Buffalo, a distance of 436½ miles, in 407 minutes of elapsed time, an average of 64⅓ miles per hour. The fastest long distance run made by an English train was over the London & Northwestern from London to Aberdeen, 540 miles, in 512 minutes, or an average of 63½ miles per hour. In order to make the comparison complete, it must be remembered that the English train was half the weight and length of the American champion. Fast as this time is, it is safe to say that the limit has not been reached, and that the Central stands ready

to meet any "raise" the English may see to fit make.

After quite an extended rest the question of postal savings banks is again being agitated by some of the more progressive labor papers. The adoption of such a plan would undoubtedly be of great advantage to both the government and the people who are able to accumulate but small amounts for which they cannot find safe and profitable investment. It would give the government the use of a vast amount of the people's money at a reasonable interest, thus greatly simplifying the borrowing problem in cases of emergency, and would furnish for the depositors an absolutely safe investment with as good returns as they can now secure from the savings banks. Very naturally the banks which now handle this business would oppose the change to the bitter end, and would be able undoubtedly to rally to their support nearly if not quite all, the great financial interests of the country. It is safe to predict that no such reform as this will ever be possible until a congress is elected, the members of which will recognize the interests of the people as being paramount to those of capital, and that will never be done until the people have united and have convinced the politicians that they are no longer to be trifled with.

The more the American railroads, railroad men and methods are compared with those of Europe, the more pronounced becomes the verdict in our favor. Perhaps no man has left our shores for years more thoroughly qualified to pass judgment upon such matters than President Depew, of the New York Central, and the following is his opinion, as given to the New York papers a short time since:

"The general verdict on the International Railroad Congress was that our representatives were most hospitably entertained by their British brethren, but learned nothing from Europe which would be useful in America. They have adopted our air brake, but distrust the automatic coupler. They prefer to have a man go between the cars and turn a lever, which slowly winds a screw. It takes five times as long to make up a train by this process as by the automatic coupler. The racing between the rival lines running north has resulted in remarkable speed within a month, but considering the weight of the train, the stops made and the uninterrupted continuance of service for years, the Empire State express still holds the pre-eminence.

"The government controls the French Railways, and is very proud of its 'train de luxe,' which leaves Paris twice a week for the Pyrenees. It is the best equipped and the fastest they have. The distance from Paris to Lucen is only a few miles different from that between New York and Buffalo. My boy and I tried it. We had 170 pounds of baggage and two berths in the sleeper. They have no double berths. The fare, the sleeping car and the extra baggage cost \$78. The time occupied was sixteen hours. The same service on the New York Central between New York and Buffalo costs \$23, and the time required is only ten hours."

One of the most meritorious of the many Labor

Day special editions among our exchanges was that of the Lexington, Ky., *Daily Leader*. The principal feature of this issue consisted of brief historical sketches of all the labor organizations represented in that city, giving the objects of each and their more important accomplishments in the struggle for the general betterment of labor. These sketches occupied several pages of the *Leader*, and were especially prepared for it by a Mr. H. A. Daniel, ex-President of the Central Labor Council of Lexington. In speaking of our Order, Mr. Daniel said:

The next convention, or grand division of the Order of Railway Conductors, will be held in Los Angeles, Cal., in 1897. This Order had its inception in 1868, struggled along through all of the ordinary trials and troubles attendant upon that time and which come to all new organizations, and was reorganized in 1878 under its present name. It existed for sometime as a purely social and beneficial organization, being opposed to a protective policy, but in 1890 changed. Since that time its growth has been very flattering, and its success in accomplishing good for its members is, we believe, second to no other organization.

The name of the organization is the Order of Railway Conductors of America, having at the present time 370 branches or divisions, and 22,000 members. They have a national organ entitled THE RAILWAY CONDUCTOR, edited by Grand Chief Conductor Clark, and sent to all members in good standing. The Grand Chief Conductor, Assistant Grand Chief Conductor, Grand Secretary and Treasurer, and Grand Senior Conductor devote their time to the service of the organization, and were each elected at Atlanta, in May last, to a term of two years. The insurance committee and trustees are elected for terms of four years, alternating in their elections at the biennial meetings of the Grand Division. The other officers, namely, Grand Junior Conductor, Grand Inside Sentinel and Grand Outside Sentinel have no duties excepting during the meetings of the Grand Division. They are elected for two year terms.

Vice-President Baldwin is authority for the statement that all of the employes of the Southern who have been in the service of that road one year or over will be given an opportunity to attend the Exposition at Atlanta, the company furnishing transportation for them, together with their wives and dependent children. This is a generous offer, but it will prove to be the best investment made by that company during the entire year. The railroad managers of this country are learning that no service is so valuable as that given by thoroughly competent men who are on friendly terms with their employers. It is just such acts of kindly remembrance as this which bring about those relations, and no company taking the initiative in this way ever regrets it. Some managers, to their credit be it said, never had to learn this lesson, others learn slowly, but nearly all are now pointed in the right direction, and, unless some unforeseen obstacle intervenes, the next ten years will see a change in the relations between railroad men and their employers which will be to the advantage of both.

The directors of the "Big Four" are the latest converts to the scheme of profit sharing as the

best means of winning loyal service from employes. Through President Ingalls they recently announced to the public that they had perfected such a scheme and were nearly ready to put it into operation. The particulars of the plan under which they propose to operate were not given, but in general they will first care for the fixed charges against the property, and then turn over to their men a fair share of the profits. These gentlemen seem to feel certain that by this means they will bind their men to the road and its interests by ties which will make serious differences impossible in the future. The experiment will be both interesting and valuable, and its progress will be followed by many outside those directly in interest. There are many true friends of labor who have long been convinced that in some form of profit sharing will be found the only possible specific for the ills which now affect labor so seriously. It has been tested in various lines of industry, but with such varying success as to leave its true value in a great measure undetermined. In general it would perhaps be safe to predict that in no particular instance will it accomplish the full measure of good hoped for by its friends. Still, if in any instance it brings anything of help or hope to labor, it will well repay trial, and for that reason every such undertaking as the one under consideration should be encouraged.

Atlanta's great Exposition was formally thrown open to the world on the 18th of September last. Every circumstance and condition surrounding the imposing ceremonies by which this event was celebrated was most auspicious, the showing was far better than had been promised, and the citizens of Atlanta could not but be delighted with the promise there given for the brilliant and complete success of their project. As would be expected by all who know anything of the public spirit of the people of Georgia's capital, the city was decorated in full keeping with the occasion, and the initial parade was in every respect a fitting prelude to the other exercises of the day. The opening address by President Collier was a model of manly eloquence and directness. He was followed by Mrs. Joseph Thompson, who represented the Woman's Department, with equal brilliancy and good taste. Hon. George R. Brown represented the state in place of Governor Atkinson, who was prevented from attending by sickness, and Mayor King spoke with even more than his usual eloquence for the city of Atlanta. One of the most significant features of the program was the speech delivered by Booker T. Washington, as representative of the colored

people, it being a telling exemplification of the wonderful progress they have made during the past quarter of a century, through which was won the recognition thus given them. President Cleveland then pressed the button which set in motion all the ponderous machinery of the Fair, and the great work for which the people of Georgia have given so much of their best thought and effort was declared consummated. It is certainly as magnificent a showing as was ever made under such limitations, and all will hope that it will succeed beyond their highest hopes, and that it will mark the opening of a new era of material and industrial prosperity for the entire south.

A number of the leaders of modern thought in this country have been giving up much of their valuable time and energies to a vivid portrayal of the dangers which must come through the spread of alien landlordism. There can be no question but that at one time something like an organized attempt was made to transplant this remnant of feudalism, and every such attempt was, of itself, enough to excite the fears of all who wish to see this government kept free of such debasing influences. The progress of the experiment has been followed by a great many with anxious care, and from time to time a note of warning has been sounded, as it seemed that the new undertaking was likely to gain a permanent foothold. These warnings have been less frequent of late and the feeling seems to be growing, even among the most radical, that old-world tenantry is so directly opposed to the genius of our institutions and to the hopes of our people that it can never grow here. A recent issue of the *St. Louis Globe-Democrat* contained an interesting article on

this subject in which the writer summarized the situation briefly as follows:

Decidedly interesting, as an illustration of the antagonism that exists with Americans to foreign landlordism, is the fact that nearly all attempts to establish a similar system upon the prairies of the west, have proved unsuccessful. It has seemed reasonable to capitalists abroad, that, with vast areas of rich and fertile lands in the Mississippi valley, tenantry would be profitable alike to landlord and lessee. They forgot, however, that the same lands are open on the same terms to American farmers, who have an opportunity to make a profit in the rise in values by private ownership, and are consequently able to buy on time, and so outstrip the tenant farmers as to be independent of any landlord. Seeing this, the tenants speedily develop dissatisfaction, and the same story is given of the fate of experiment after experiment along this line, scattered over the whole transmississippi valley. In some instances the estates which opened with such flattering outlook have been sold under the sheriff's hammer; in others they have been divided among the colonists and in some instances are yet in the courts, or have been devised to public institutions or organizations, which use them to benefit a wider class of people.

Following this the writer instances a number of the more important ventures of this sort made by English and French capitalists, of which all but one have been absolute and complete failures. From this he draws the lesson that there is no place in America for the foreign landlord, and no fears need be entertained as to his gaining place among us. It is to be hoped that this is true in every particular and will forever remain so, but we cannot afford to forget the constant change in our social and economic conditions. There are no longer vast tracts of fertile land lying open to the enterprise of the poorest settlers and in many other ways we are constantly approaching nearer conditions making just such landlordism possible. Now is the time to guard against this and all kindred invasions of the rights of the common people, and we should not allow the failure of undertakings made under adverse circumstances to prevent the taking of such measures as will forbid a repetition of the attempt when the conditions are more favorable.

COMMENT.

Here is a sample of the manner in which the big capitalists of the country are permitted to defy the law. Under the banking law no national bank is permitted to loan more than 10 per cent of its capital stock to any one person, firm or corporation. If a small bank violates this law it is liable to be at once closed up, and have its charter taken away, but an immensely rich and powerful bank may violate the law with impunity. The Chemical National Bank, of New York City, for instance, has a capital of only \$300,000, but its surplus and profits are about \$7,500,000. Its deposits are \$27,000,000; its outstanding loans, \$26,000,000; and a loan of \$1,000,000, or more than three times the amount of its capital to a single

corporation, is by no means an unusual occurrence. This violation of law cannot be concealed. The bank makes five statements a year to the federal authorities, and two examinations are made each year by the bank examiner. The fact that the bank makes excessive loans is thus brought to the notice of those whose duty it is to enforce the law seven times during the course of each year. Seven times each year does the federal authority go through the form of calling the bank's attention to the law, but that is as far as the matter ever goes. Chemical bank stock, par value \$100, is quoted at more than \$4,000 per share. There is no doubt but that this violation of law on the part of this wealthy institution injures

one; but why this discrimination? Why enforce the law so rigidly against the small fry? What, under such circumstances, becomes of the claim of equality before the law? This is only another illustration of the fact, that so far as the civil code is concerned, great wealth makes one entirely superior to the ordinary restraints of law, and in a large measure the same observation may be applied to the criminal code also.

* * *

SURVIVAL OF THE FITTEST.

The frog eats the fly and the snake eats the frog,
And the snake is devoured by the razor-back hog.
The hog is devoured by the farmer, and he
Is devoured by the goldbug—See?

* * *

People talk about the school book trust as an infamous institution, because it makes capital by controlling the sources of education, but the school book trust cannot begin to affect the educational facilities of the people to the extent that they will be affected by the recently formed paper trust, supposing the paper trust succeeds in its plans. It is impossible to estimate the value of the educational work which has been carried on during the past few years by cheap newspapers and pamphlets, with which the country has been literally flooded, and the trust will exert a very injurious influence upon this circulation. If the trust succeeds, it is certain to increase the cost of publishing newspapers, and it is certain to force many of the small papers which are published at a very low rate, and do business on a very small margin of profit, to increase their subscription rates or retire from business. Many of the small country weeklies are sure to be forced out of business entirely, as even at present rates they are scarcely able to live. This, again, will react injuriously on the American Press Association and other institutions which make a business of furnishing plate matter to the small weeklies. A large percentage of the weekly papers which are published at a low price are engaged in the work of educating the people on reform lines. Many of these papers are published at the exceedingly low rate of fifty cents per year; one of the oldest and best reform papers in the country is furnished to subscribers monthly at the astonishingly low rate of ten cents a year in clubs of ten. This latter is a sixteen page paper. There is mighty little profit in publishing newspapers at such prices, especially when it is considered that reform papers are not very heavily patronized by the better paying class of advertisers, and such papers depend for their existence on a large subscription list. But the very ones who maintain these large subscription lists are persons who are

unable to pay more. Many reformers take advantage of the low rates to subscribe for a number of copies for free distribution, thus spreading the light, and they would be unable to do this at a higher rate. Anyone can easily see how injuriously the circulation of these papers will be affected by the higher price necessitated by trust methods; many which are now doing excellent work in the education of the people, will be forced out of business entirely. Even should the trust refrain from discriminating in its prices against those papers which were personally obnoxious to the trust management,—and this is hardly a possible supposition when we consider the general reputation and character of the animal, and treat all its possible customers alike, the general effect of its policy will be to force out of business a vast number of the smaller papers all over the country and permit only the larger and more solid ones to survive. And this will be a clear case of the survival of the unfittest in ninety-nine cases out of a hundred. The smaller and weaker papers are really the only ones which are fit to be called educational forces in any proper sense of the term. This new trust is fraught with more pernicious consequences to the welfare of the people than any of those which have gone before. I wonder if our new attorney-general, what's his name?—He's been keeping mighty quiet since he was inducted into office—couldn't be induced to start that anti-trust law in motion.

* * *

Here is a dire prophecy concerning the future supremacy of England which recently appeared in a French paper, published in Paris: "The English empire in India is now a spectacle of extortion, rapine, famine and bankruptcy. All crumble into ruins—towns, villages, reservoirs and public works, temples and tombs; the railways pass through deserted villages and dilapidated towns; the ordinary highways are impracticable—it is impossible to use a carriage twelve miles outside Calcutta. The English have made a purely superficial conquest of those vast regions; they do not live there; they are only encamped; their children die there, and with their gross bodies—all flesh and blood—they cannot acclimatize themselves there. India is for them a place of exile, a tropical Siberia, which they escape from as soon as possible; they are equally detested by the Hindoos and Mussulmen. The flame of this implacable hatred poisons the lives of the conquerors. The day when Russia blows upon this castle of cards it must fall immediately, and England of the British channel will perish through India; Asia will cease to be a sterile and withered branch of humanity; once escaped from the vampires of

London, she will revive and awake to a new existence. The Russian conquest on the banks of the Ganges will be the signal for the downfall of the Anglo-Saxon power in both hemispheres. Nothing will remain standing in the parent country—aristocracy and church, commerce and industry, will simultaneously disappear." When we take this in connection with the anxiety and alarm manifested by the leading English papers at the threatened commercial supremacy of Russia in China, and the probability of the extension of Russia's trans-Siberian railway through the Chinese province of Manchuria, the prophecy is suggestive.

* * *

How many persons are there who realize the fact in all its significance that some of our most important lines of railway are chiefly owned and controlled in England? The Pennsylvania, the Illinois Central and the Santa Fe, for instance, are said to be chiefly owned by English stock and bondholders. One of the results of this British control of our railways, is discriminations through freight charges in favor of British goods and against American goods, when being transported from point to point on our American railroads. This matter was aired in Congress at one time, but the congressional airing is all the treatment the matter ever received. Here is a quotation from the evidence that was presented to Congress in 1890: "From New Orleans to San Francisco, seventy-nine cents a hundred pounds was charged on agricultural implements brought from Liverpool, but if they were sent from New Orleans to San Francisco as domestic goods the rate is \$1.14. If shipped from New York the regular rate was

\$1.30, and from Chicago \$1.19, while from Liverpool to San Francisco only eighty-nine cents. The same rate was put on groceries, while if the same groceries were sent from New Orleans the rate was \$3.70." A protective tariff is an awful lot of good under such conditions as that, isn't it? We have been lately treated to the spectacle of one of the English railway nabobs, Sir Charles Rivers Wilson making a triumphal tour of our country, and have seen American citizens imploring favors from him as if he were a king. Gods! it was a spectacle to make angels weep. The prominent citizens of Port Huron, Mich., humbly petitioned the great Sir Charles to grant them out of the fullness of his heart, decent railroad facilities and the accommodations their city was entitled to, and were promptly informed that the Grand Trunk railway was not run as an eleemosynary institution, but to make money if possible, for its stockholders. Detroit's prominent citizens turned out in force to meet the magnate; they dined and wine the great Sir Charles, and in every possible way they tried to impress him with the greatness of their city, and jolly him up to the point where he would promise to build a passenger depot in Detroit, which should, at least, be fit to herd cattle in; but the great man failed to promise anything, although he expressed great admiration for his entertainers. All this unfounded nonsense ought to be very humiliating to free-born American citizens, but it is a sad fact that the majority of people seem to take it as a matter of course. However, when we have to go to England to petition for railroad facilities for our leading cities it is time for a change of program.

"B"

BORROWED OPINION.

A few days ago occurred a "head end" collision between two passenger trains on the Northern Pacific, attended with loss of life. It was one of those appalling accidents that occur at rare intervals when human hands and brains err for but one single moment in the discharge of multitudinous cares and duties.

The train dispatcher, after many years service in safely handling 1,000,000 trains laden with freight and human cargo, in a moment's forgetfulness gives a "lap order," and precious life is offered up on the altar of forgetfulness. The old time conductor who has no superior on "time card" and all the knowledge incident to running trains, takes his orders that mean safety, but for the nonce forgets a certain train on the road—death stalks him until he finds the forgotten train on the main line.

Again, the conductor hands a copy of the meeting order to the man at the throttle—a man who never failed in all the years before. It turned out that while the conductor busy working

his train, the engineer's thoughts had become too strongly centered on a "hot pin" or something else of grave import. He runs the meeting points, the while death is his guest in the cab—a little beyond the meeting point comes the crash.

The public says—"Someone had blundered." It may go for that here below, but away up yonder somewhere, the recording angel has written—"Alas! Someone forgot!" The coroner's jury in the case of the Northern Pacific disaster, may well be taken as an illustration of how little some juries sometimes know of the commonest facts attending. It reads as follows:

"We find that the direct cause of the accident is to be laid to Engineer Haines, in acting on wrong orders. We further blame the company for ordering passenger trains to meet at a blind siding, where there is no agent, and where no lights are kept; also, in allowing the conductor to send two orders to the engineer when only one was needed."

"Acting on wrong orders" is worthy of the in-

tellect apparent. In blaming the company for ordering trains to meet at a blind siding, etc., is in keeping with the massive minds composing said jury. Blaming the conductor for "sending two orders to the engineer when only one was needed," caps the climax, and stamps the whole as the most absurd and unmeaning verdict ever rendered on a railroad accident.—*Salt Lake Herald*.

"Postal savings banks, in connection with our postoffice system, would be the safest and best form of banking for our people. The popularity and success of this system in Great Britain is well known, and is strengthened materially by its practical operation in Canada during the last twenty-five years, as shown in the following table taken from the *Montreal Gazette*:

	No of Accounts.	Amount Deposited.	Total of Deposits.
1870.....	12,178	\$1,347,901	\$1,588,848
1875.....	24,294	1,942,346	2,926,090
1880.....	31,365	2,720,216	3,945,669
1885.....	73,322	7,098,459	15,090,540
1890.....	112,321	6,599,896	21,090,653
1895.....	120,628	7,488,028	26,805,542

"That the system is a safe one no one will question. That it can be operated economically is evidenced by the fact that the total cost of its management last year in Canada was only \$57,116, which included salaries, compensation to post masters, inspection, printing, etc., while the cost of each deposit or withdrawal was less than one-fourth of one cent, and the percentage of cost of management to balance due to depositors was only eleven-fiftieths of 1 per cent per annum. Prior to Oct. 1, 1889, interest at the rate of 4 per cent was paid upon deposits, and since that date 3½ per cent is allowed. There are no high salaried bank presidents in this system. No one person is allowed to deposit more than \$1,000, and the average amount to the credit of depositors was \$222. The fairly high rate of interest paid by, and the absolute safety of, this system of banking makes it a model depository for wage earners' savings, and to this end it tends to encourage a spirit of thrift not only among wage earners but all people with small means. The postal banking system would bring the people and the government into closer touch, and in doing so would materially lessen the power of capitalists to financially throttle the government at will"—*Federalist*.

During recent years in America train robberies, or to use the expressive Americanism, "hold ups," have been on the increase. Bands of desperadoes stop trains in isolated spots, and at the muzzle of rifle or revolver relieve the passengers of their valuables and rifle the safe in the break van. Not long since a brave conductor, who refused to divulge the "combination" of his safe-lock, was brutally shot dead in cold blood. Numerous patents have been taken out by inventive Yankees for coping with the evil, comprising all kinds of ingenious armor clad shelters for the trainmen, and special legislation has also been passed with the object of putting a stop to the practice. As showing the increase of these outrages, it is stated that in 1890, 12 trains were "held up"; in 1891 16; in 1892, 16; in 1893, 33, and in 1894, 34, or a total of 111 in 4 years. Seven persons lost their

lives in these robberies and 30 were injured. A recent writer on the subject to a large extent blames the press of the country for much of the mischief, owing to the sensational accounts which are published in the papers of the robberies, and the grossly exaggerated amounts of booty said to have been obtained, thus no doubt influencing many of the criminal classes to this description of crime. Perhaps the hard times may have something to do with it also. At all events, it is a real evil, and as the above figures show, one that is on the increase.—*New South Wales Railway Budget*.

Labor organization has furnished the education on the social question. It has made better the condition of the workers and it has brought about results that could never have been attained in any other manner; it has protected its members against unjust actions of employers; it has taken care of the widow and fatherless, it has made manly men; it has given dignity to honest toil; it has made better fathers and sons; it has made model men; and further, it has kept the corporation collar from being hopelessly and forever welded around the neck of labor. This, labor organization has accomplished, and much more besides. Emerging slowly from the severe business depression of the past three years, and thoroughly familiar with its severe lessons of experience, we find the reports of the different labor commissions contain comment substantially to this effect: "Where labor organization has been maintained the conditions of the workers have not changed to any great material degree except in the number of persons employed, and where there is no organization labor is poorly paid, conditions are oppressive in the extreme and the workers are living in absolute poverty." What more potent argument need be made in favor of the efficacy of labor organization, this is surely an answer to the question. "What is organization good for?"—*Railroad Trainmen's Journal*.

Social ills spring from a thousand and one causes, most of which are inherent in human nature itself, and the law of environment, upon which our socialist friends lay so much stress, works out its own remedy. The one actual test which can properly be asked for is to be found in the answer to the question, "Is the world as a whole, growing better or worse, for the average man to live in?" The weight of evidence appears to be, notwithstanding all the prophets of despair, that it is growing better, and that where competition is freest—that is, where men have the greatest liberty to control their own actions—conditions are the most favorable. There are limitations and exceptions to most rules, but as few as any to that of individual responsibility, which the judgment of the wisest men of all time has stamped as the most direct and certain road to the "greatest good for the greatest number."—*Labor Leader*.

One of the best signs of the revival of good times is the increase in the volume of business transacted by express companies. It is an indisputable commercial barometer. Express companies, like others, have tasted the bitter fruit of depression for several years and are now ready to assist in the boom that is near at hand, making others happy, and sharing a little in the general prosperity that is coming.—*Express Gazette*.



Editor Railway Conductor:

The columns of the Ladies' Department are filled with letters from so many large and prosperous Divisions of the L. A. to O. R. C., that the correspondent of Gloria Division feels compelled to admit that the only inspiring thought we can contribute for the perusal of others is the comforting assurance that they all seem to be far ahead of us in numbers and work. Not that our wee Division lacks the essentials of an energetic and harmonious society. But, being small in number, we cannot (as a natural consequence) give many very glowing accounts of "sociables," "teas," etc. Yet we are alive.

Glancing out of the window as I sit writing this, my eyes fall upon a vigorous little plum tree that, although several years old at the root, has never had an opportunity to grow until this year, careless feet and the ruthless lawn mower forcing the life back into the roots every time a tiny sprout was put forth. And now, that it has had a chance, oh! how fast it has grown. Thus I gather fond hope for No. 38. Time and opportunity may afford us the chance to do something for the L. A. in general, and prove to you that we have been alive at the root all these years (two and a half). How we would like to attend the union meeting to be held at St. Joseph, September 26. Having met Sister Foote, President of No. 17, in Toledo two years ago, on the familiar grounds of a roommate, and retaining such pleasant visions of her manner and expressions, I feel sure that all who are privileged to attend the meeting will find themselves "at home," and amply paid for their pains, in the enjoyment that is in store for them, aside from the knowledge that is always to be gained by intercourse with interested and interesting members in attendance at such a gathering.

Marion, Ia.

MRS. N. D. HAHN.

Editor Railway Conductor:

As the month is drawing to a close I feel it my duty to again report in behalf of Columbia Division No. 37. We started out our social season by giving a basket picnic to the Ladies of the

Auxiliary and their families. It was held at Midway Park, and was a most decided success. A most delightful afternoon was spent and the only reason we had for regret was that more of the Brothers could not be with us.

Mrs. Knight, of Nonpareil Division, was with us at our last meeting. It is always a great pleasure to receive visiting Sisters. We are going to soon send a box of bedding to the Home for Aged and Disabled Railroad men in Chicago. Sisters, let us all throw in our mites; it may not seem much for each, but will mean much toward the comfort and furnishing of the home of those unfortunate men, who are only fortunate in having a home provided for them. And now, Sisters, as the cool weather commences, let us each and all try and increase our attendance and interest, and promote Sisterly love, aiming as much to cultivate sociability as to improve our finances.

Our first tea of the season, as we dropped our monthly teas during the warm weather, was held at Sister Kurtz' and was most thoroughly enjoyed by those present. We extend the right hand of fellowship in behalf of Columbia Division to all wives of O. R. C. men. MRS. J. NANHOLZ.

Editor Railway Conductor:

It has been such a long time since I have seen anything in THE CONDUCTOR from Magnolia Division, that I am afraid our correspondent has forgotten that we are still in the land of sunshine and flowers, the glorious Sunny South, where the cotton fields glisten with their wealth of summer snow, where the mocking birds sing and the Magnolia (Division 55) blooms all the year around.

Our regular correspondent, Sister Miller, is taking a long vacation in the north and west, so I will endeavor to fill her place until she returns.

Magnolia Division 55 is only a bud as yet, (fifteen members), but the bud gives promise of a brilliant blossom. We are working hard, and I am happy to say, our work is appreciated by our Brothers of 202.

Justice Lodge, Division 29, G. I. A. to B. of

L. E., tendered the members of our Auxiliary a reception, which was immensely enjoyed.

We gave the Oh! Why? degree a few nights ago, and the Brothers who were so fortunate as to be present, think Magnolia Division has the easiest goat to ride they ever saw, but just ask Brother Perkins where Emely lives, and his age (in experience).

Sisters, you who intend coming to see Atlanta's Great Exposition, remember that Augusta is just one hundred and seventy-one miles further south, and the members of Magnolia Division will give you a real Georgia welcome any time you choose to come.

Augusta, Ga. MRS. W. W. THOMPSON.

Editor Railway Conductor:

The recent convention appears to have conveyed a stimulating effect throughout the several Divisions, and we are pleased to note that the members of Division 44 may be enumerated among those who have put on their armor with renewed vigor and increased enthusiasm.

Our last meeting was made interesting by the initiation of Mrs. Z. M. Hibbard, whereby we realize that a very progressive member has been enrolled with us, and feel confident that her decision in joining us will never be regretted.

A quilt to be donated to the Home of the aged and disabled conductors, is now in progress under the management of a competent committee selected from members of the Division. Meanwhile all members are engaged in soliciting names at five cents each, to be stamped upon the quilt when completed, the proceeds thus obtained to be used in replenishing the treasury.

At a recent meeting our President suggested that some member make a proposition in the line of entertainments, that our wheel of sociability be kept in revolution. Upon a moment's meditation it was proposed that an invitation be extended Banner Division to visit us in a body, in appreciation of their previous efforts in our behalf. The proposition being approved by all, a committee was appointed to make necessary arrangements for the occasion. Banner Division justly deserves the full extent of our hospitality, and untiring efforts will be made to entertain them. We can boast of residing in one of the most beautiful cities in the Union, and would be delighted to receive all visiting Sisters. Brothers will also be heartily welcomed.

In our last article for THE CONDUCTOR, I unintentionally omitted to mention that a change had been effected in the office of correspondent. Owing to home duties that required the attention of our selected correspondent at the annual election, her

resignation was presented, and although none more efficient could be obtained, her resignation was regretfully accepted, and your present correspondent legally elected and installed. I also failed to announce a change that had been made in our place of meeting. At present and in the future we will hold our meetings at Prismatic Building, No. 140 First street, on the first and third Thursdays, 2 p. m.

Wishing continued success and happiness to all,
Detroit, Mich. MRS. C. W. HITCHCOCK.

Editor Railway Conductor:

Again we have been permitted to visit with the Brothers and Sisters through the September CONDUCTOR.

How we enjoy this exchange of voice and sentiment, and yet some of us are very slow to give and say something for others. I was greatly pleased to see report from Division No 19, also the mention of Andrews Division No. 4, but quickly saw they were called upon to assist Division 19 to increase the attendance at their meetings.

The members of Andrews Division No. 4, have been very tired all summer, and we have only had three meetings. The weather has been too warm, and before very long it will be too cold. We are inclined to be disinterested, therefore our attendance is poor.

We have tried many ways to become more interested; our last attempt was at literature, each Sister was to prepare something to read on the "Current Events of the Present Day." Well, did they do it? No! Now what shall we do?

I don't want my first letter to be termed "Complaint," but there is one thing more that disturbs a good meeting, and that is to know some Sister is in a great hurry. If you notice, it makes us all uneasy. She will say, "Oh, hurry; call the meeting. I want to go calling or shopping." Then the meeting is called in a hurry, the work gone through in a hurry, and so on. At the close we are no better for having been there, and may wish we had stayed at home.

Contentment of mind gives to us and others great comfort, and to cultivate it we must never allow ourselves to get in a hurry. Just remember life is very short, and wherever we are or what ever our lot, let us be content.

We all join in wishing Enterprise Division No. 14 success with their crazy quilt; also all Sister Divisions in all their work.

Elkhart, Ind. MEMBER DIVISION 4.

Editor Railway Conductor:

We can but wonder where the correspondent of

Banner Division is ; think she must be taking a Rip Van Winkle nap. Well, while she is sleeping I will tell you how the members of our Division are enjoying themselves this hot weather.

To begin with, the trip to Atlanta, Ga., was a pleasure that many of us availed ourselves of, and it is needless to say we enjoyed every moment of the time. These Atlanta Brothers and Sisters will always hold a warm place in our hearts.

Next on our program of pleasure was a surprise on our Grand President, Mrs. J. H. Moore. Some fifty of our Brothers and Sisters called on her on the evening of May 28, to congratulate her on her election to the office of G. P. for a third term.

We who have associated with her for years, and who knew her in the time of her greatest sorrow, (the death of her husband) know her to be a true woman, one who is always ready to assist others who are in trouble, we feel like many others, that she is the right woman in the right place.

July 18th we held our annual picnic at Monroe Piers. It was attended by some fifty or more of the Sisters and as many of the husbands as could well be with us. The steamer Sterling left the dock at 9 a. m. and never carried a jollier load. The day was beautiful and all went in for a good time. After a two hours' ride we reached the Pier, and in some way had become possessed with appetites ; as for myself, I thought I could eat a whale, and the others were equally voracious. As we had provided for just such a state of affairs we very quickly had the tables set and were not slow in getting down to business.

After the dinner was cleared away a number of the Sisters and their husbands went in bathing, while we who didn't care for the sport, sat on the beach and made fun of the others. The day passed, as all such days will, and the boat left the landing at 5 p. m. on her homeward trip, leaving behind a number of the Sisters who were so fortunate as to receive an invitation from Sister McMillan to stop over with her at her cottage until the next day. Well, there wasn't much sleep for any of us that night. There were only six of us in one room, and if one wanted to sleep the other five had different views on the subject. Somewhere along in the hours when ghosts are supposed to walk, Sister McIntyre treated us to a recitation and song. Both were beautiful and received the deserved amount of applause. Sister Mc. has talent, and only waits an invitation to display it.

July 26 the members of Banner Division and their husbands were the guests of the Ohio Yacht Club at Presque Isle, at a fish supper. And that supper ! I cannot find adjectives strong enough to express my appreciation of their cook-

ery, so will simply say it was out of sight, and it surely was when the Brothers left the table. For amusement we had the switch back railroad and merry-go-round to ride on, and the nigger babies to throw at. For a starter Sister McMillan invited the gentlemen to ride on the switch back road. Sister Moore invited the heavyweight Sisters, and not wishing to be backward, I invited the Trilbys to ride with me. Of course I had the biggest load, as most of the Sisters considered themselves Trilbys. After this the Brothers grew quite excited over the sport and, no doubt, would have squandered their wealth had not their wives been there and called a halt. Next we tried the merry-go-round, but that was too much like work, so we turned our attention to the nigger babies at a penny a throw. If we ever aspired to be champion ball players, we gave it up after trying a few times. We couldn't even hit the tent they were under. Just here supper was announced, but I have told you about that. After supper music and dancing were the order of the evening, till the boat came, at 10:30 p. m., when we left for home, hoping in our hearts that the O. Y. C. would not forget to invite us again next year.

Well, Sisters, please don't think from this string of nonsense, that we never have a serious thought, for we do. But we don't believe in sitting down with folded hands, waiting for trouble, for it comes all too soon, to every one.

Toledo, O.

MRS. J. POWERS.

Editor Railway Conductor :

Having read with pleasure the many letters from the ladies in THE CONDUCTOR, I thought perhaps some might be interested in knowing that we have an Auxiliary in Elmira. We have twenty-five charter members and prospects are bright for many new ones, so we anticipate some very pleasant times in the near future. Our Division was organized on Thursday, September 24, by Mrs. B. T. Wiltse, of Philadelphia. In the evening there was a public installation of officers followed by a banquet and reception which was largely attended and greatly enjoyed by all present. Among our number was Mrs. W. S. Garr, of Indiana, who ably assisted in the installation. We had a great laugh on the gentlemen of No. 9, who were obliged to take one degree of our Order or go home supperless. Our Division is called Charity Division No. 80. Wishing success to the L. A., I am

MRS. T. B. H.

Elmira, N. Y.

Editor Railway Conductor :

It is with pleasure I take this opportunity of giving you a brief report from our Auxiliary. I

think if we could only have a good old-fashioned Methodist love feast once in awhile, and tell what the Auxiliary is doing for us, it would be a wonderful help to increase our membership and bring some of our doubting Brothers to think better of us and know we are of just a little account. We had a very pleasant surprise on the 14th of September. Brother and Sister Clark dropped in on us, very quietly and unexpectedly, but were none the less welcome. Brother Clark was worn with office cares and was seeking rest and quiet. Sister Clark was the same sweet, gentle little mother we had met in years gone by, and is loved by all. In the evening the O. R. C. gave them a reception, assisted by the L. A., at Odd Fellows hall. It was largely attended and was thoroughly enjoyed by all. We extend a hearty invitation to Brother and Sister Clark to come again, and will do better next time.

Salida, Col.

MRS. H. S. MONEHAN.

Editor Railway Conductor:

It is about time Division 41, L. A. to O. R. C., was heard from. A visiting Sister from Division 37, Cedar Rapids, Iowa, asked me if we had a correspondent. Of course, I made the usual ex-

cuses, so many had been out of town during the hot weather, etc.

We held our second anniversary July 2, and it was a complete success.

A gloom was cast over our little band when we heard of the death of Sister Burt's husband in that hotel disaster at Denver. She took the remains to Chicago and we haven't heard from her since. She has our heartfelt sympathy and we would be glad to hear from her and see her among us again.

Several Sisters have left us to go to other places to live. So we have our sorrows as well as our joys.

We expect to initiate a new member at our next meeting, also have others in view. We haven't received the new work yet.

We manage to have interesting meetings; Sister Ward and Sister Edmiston have favored us by reading selections, and with the usual Order work and a good chat before going home, we feel that our time was well spent. We meet twice a month—second and fourth Tuesdays—and will be glad to initiate new members and visit with any old ones who may see fit to call on us.

Pueblo, Colo.

Mrs. L. B. S.

TO THE BOYS ON THE ROAD.

LULITA.

I can hear the call boy comin',
I can hear the engine hummin',
An' my heart, it goes to drummin';

For my boy
runs on
the road.

Oh! You can't tell me nothin',
For my head feels like there's suthin'
In it bustin' with its puffin';

For my boy
runs on
the road.

An' I know there's danger in it
If you ain't there to the minute,
But I ain't got nothin' 'gin it,

For my boy
runs on
the road.

Now they say the boys are tough 'uns,
But I'd like to knock the stuffins'
Out the swell who thinks they're rough 'uns;

For my boy
runs on
the road.

Fur their hearts are big an' tender,
Tho' they sometimes take a "bender,"
Not so bad but they can mend 'er;

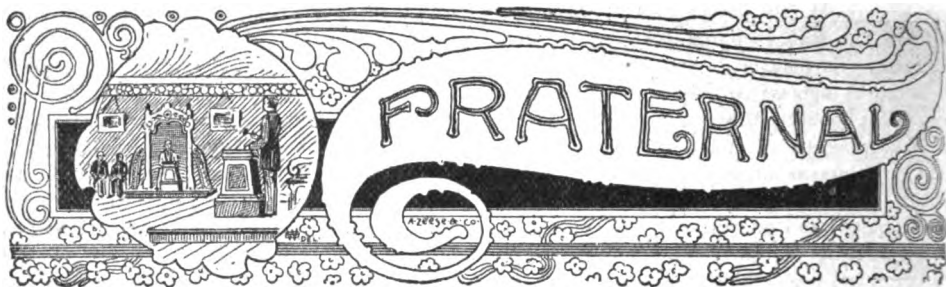
For my boy
runs on
the road.

So here's greeting, wives an' mothers,
Sweethearts, sisters, an' all others,
Double greeting to the Brothers;

For my boy
runs on
the road.

Aug. 25, 1895.

El Paso, Texas.



Editor Railway Conductor :

Geewhiz ! but Dauphin Division had a representation at her last meeting, September 15th. We had some visitors, and lots of interest, too. The "I rise to a point of order" Brother was there. He is an indispensable article in our meetings, a good fellow to help steer the old craft and "keep in de middle ob de stream." Prof. L. Clay was at his post as usual, teaching the lecture, and he had a large circle of students, some apt, others not so apt, and some few graduates dropped into the circle to rehearse and brighten up. I sometimes think it would be a good idea to organize an alumni ; a good sized association could be expected. On next Sunday, September 29, at 1:30 p. m., the members of the different railway organizations of the city of Harrisburg will meet in our hall to organize union meetings every fifth Sunday of each month in which the fifth Sunday occurs. Should we succeed in this I consider it an accomplishment beneficial to every railway organization, and these meetings should exist in every city in the land. These fifth Sundays only occur about quarterly, and, in the interest of the organizations the fifth Sunday can't be put to better use. Social union is what we want, organized on social business principles. Turn on the light, and let us know each other. If we desire to see the colors in a room whose shutters are closed, throw open the shutters and admit a full flood of sunlight, then will the true colors be revealed. So by union we can open the shutters of prejudice and admit the sunlight of sociality, and reveal or administer social bliss to one another, which cannot be otherwise than beneficial to the organizations. Let us dispel anything bordering upon a frigid feeling, if any such feeling exists, and by the good influences of a union it will vanish. Separate the atoms of the hammer and each would fall on the stone as a snowflake ; but welded into one and wielded by the strong arm of the quarryman, it will break the massive rocks assunder. Divide the waters of Niagara into distinct and individual drops, and they would be no more than falling rain ; but in their united body they would

quench the fires of Vesuvius, and have some to spare for the volcanoes of other mountains. In actual experience both the union and the delight in it are mutual ; union is power ; the most attenuated thread when sufficiently multiplied will form the strongest cable. So, let us have social union all over this beautiful land of ours for social benefit, if for nothing else. I would like to hear from some of the Brothers on the subject of union. I will try and let you know in my next letter to THE CONDUCTOR as to how our union meetings pan out.

For the last two weeks it has been very warm here. Old Sol has been putting in his best licks on us,

Last Sunday evening Rev. Duncan delivered the annual sermon to the railroad men, by request of Dauphin Division, and we were represented by about forty members, but should have had fully sixty, if not more, but it was the same old excuses—too hot, poor clothes, no clothes to suit the weather, corns too sore to walk, and others too numerous to mention. The minister selected for his text part of the 29th verse of the 10th chapter of Numbers, "Come thou with us and we will do thee good," explaining it in a very plain and eloquent way ; I think to the satisfaction of all present. Under the direction of Miss Annie Patterson the music was splendid, and she favored us with one of her excellent solos in her usual masterly way.

We feel sorry to be called upon to chronicle the death of another of the members of Dauphin Division, so soon after the death of Brother Bowers, but consolation comes to us in hoping for the best, and we deeply sympathize with the bereaved members of the families of Brothers Bowers and Crownshield. Dauphin Division lost two fine members, and the company two faithful servants. Wishing all the Brothers and the organization prosperity and success, I am,

Harrisburg, Pa.

Mos.

Editor Railway Conductor :

Since Division 141 has not been represented in

THE CONDUCTOR for some time it may be that a few words regarding its growth and prosperity will be of interest to your readers. We are doing very well, and have been all summer, in spite of the fact that our attendance has not been as large as it should have been. Four new members have been added to our list this year, and applications are coming in constantly. On September 8th we made our first essay at the new work and succeeded with it splendidly, all present expressing themselves as being delighted with the change. Two weeks later we admitted two new Brothers to our circle, giving them the new work, and on that occasion we had an excellent attendance. There are a few of the Brothers who never attend unless they are in trouble and need the help of the Division in getting out. It is impossible to have good meetings unless the members turn out and there are very few who cannot be on hand at least once every month. All are equally interested in the success of the Order and should be willing to do their full share toward making that success certain. Turn out, Brothers, whether you have a grievance or not, and you will not then be obliged to ask what was done at the last meeting.

Most of our members are now running, but three or four are still braking. I regret to say that a few seem to delight in keeping these Brothers back, and this should not be, as they are undoubtedly as competent as some who now have runs. We should all work in harmony and try to get our Brothers on the same footing as other conductors, remembering that when we help to keep them back we are not living up to our obligation. I, for one, will do all in my power to assist the Brothers, and I do not think we are showing the right spirit when we allow officials to promote brakemen over conductors under a schedule giving conductors the preference, as it does on the St. Joe & Grand Island. Perhaps I have said enough on this question, so will close. I hope this letter will stir our correspondent up, and assist in some measure toward making our Division the model it should always be.

ONE WHO KNOWS.

Editor Railway Conductor:

After hearing the comments on my last letter I gave myself a few pats on the back and will try once more. The boys think the spirit moved all the talent at one time to write for the monthly, as there were three different letters from 162.

Perhaps some of the members would like to know what we are composed of. Well, we have a membership of almost two hundred and 99 per cent of them work for the P. R. R. About one-third are passenger conductors and a more intelli-

gent and better set of men it would be hard to find. We have some workers who are workers and you can depend on the business being done strictly according to law. We are doing good work this year, as the railroad business is picking up in this section and our boys are all making good time. And the boys are paying their assessments promptly; and they want to, for we are paying out almost two hundred dollars per month in sick benefits and feel very proud of our Division in that respect.

We would like to know what has become of the Ladies' Auxiliary, as we never hear from them any more. Come, Sisters, wake up—O, why this silence.

We are glad to note that Brother Sterling is improving and will soon be able to take his train. He has been sick for a long time. Wash, how is this; don't they take care of you since you left Jack and Jim?

They say that Brother Reagan has engaged space for two on the California trip. How about it, Jack?

Brother Ahn, while you are sending out hair restorer do not forget Brother Brown; he wants some.

We will soon have Brother Denniston with us again and will be pleased to see him at our meetings. We have been deprived of the pleasure of his company during the summer months, as his lay off is at the other end.

Some of the Brothers say if they get another train of the trolley cars Brother Roulon will be among the missing. Be careful, "Cracker"; they say that the water is very scarce at Pottsville and Brother Matthews carries enough with him to supply his passengers on the trip.

The boys are all wondering what the fall schedule will do for them and it is awful, some of the comments you hear.

Now, Brothers, as election time is drawing near in all Divisions, look around for good material and fill your offices with nothing but the best. Do not allow sympathy to govern you in this, for it is very important that we should have good, live men for our officers. If you have a good man for an office elect him, no difference if it is contrary to your custom. A word to the wise is sufficient.

MY FIRST.

Philadelphia, Pa.

Editor Railway Conductor:

We will not promise anything in the line of correspondence that will redound much to our credit owing to the fact that we have what limited amount of brains we possess employed in mapping out a hunt we are about to indulge in the first of October.

The objective point is in the Rockies, about four hundred miles from Denver, and about forty miles distant from the nearest railroad point, and if ye hungry editor will address us (with two one cent stamps enclosed) stating the part of the "bar" he is particularly fond of we will mail him all we get without delay.

We were going to tell you about the joint picnic of Division 44 and Division 23, which occurred September 19, at Meadow Park. Well, we can't say much about it, and were requested to say nothing at all, but our motto is, as the ancient saying is: "Hew to the line; let the chips fall where they may." Well, our picnic and excursion was a howling success—as a failure—we regret to say, and who's to blame? Echo answers: "It isn't me!" But it was a failure, just the same, and we can't spell anything else out of it, and although our lesson was a little dear it was a good one. We will know more about catering to the wants of our patrons next year, and we will surprise the inhabitants if they will just give us a show. Although the past experience was discouraging to those who did work hard to make it an enjoyable as well as profitable affair, yet we will not despair, and although we quit somewhat loser in the game you will not hear a whine out of either of the two organizations, as we are not composed of that sort of material. If the Brothers and Sisters will put their shoulders to the wheel and lift us out of the mud, we will show them a ball about Thanksgiving that will redeem the reputation—lost at the picnic. We think several of our number must be pretty well rested, as they weren't in the last "push." So let's all see what we can do for the next entertainment. Don't leave all for the ones who are always faithful, energetic and willing, but every member appoint himself a committee of one with a resolution that he will discommode himself much to accomplish what he can, though it be but little. Let each one take a ticket and say, "If I can't go or sell this ticket I will pay for it anyway." But railroad men as a rule are so easily discouraged over such matters, and we've heard so many say; "No, I don't want any tickets to sell; am out for tickets on the last ball!" Well, why did they sell to parties they could not collect from. We are not alluding to the ladies in our version of the matter, and hope they will not take it that way, for we are only expressing our opinion as correspondent of Division 44, and don't wish to assume that duty over their Division. We think the ladies have always done their—and a little more—than their share, but we lacked support from some source in our last attempt to please. All that went had a

fine time, for we had a surplus of provisions, ice cream and other delicacies that our ladies are so noted for providing, and we have failed to hear of a famine at Meadow Park on that date. When we saw the moderate crowd we were to have, all put on their sweetest smiles, even though it was artificial it took, and all enjoyed themselves.

On September 15, at our regular meeting, Brother John Mann and Brother Barrett were led through the mysteries, experiences, trials and tribulations incident to the life of an O. R. C. man, and we think they will make worthy and honorable members. Brother Dick McGaffey and Brother Steinmetz, as Senior and Junior Conductors, administered to their wants in the way of halters, blindfolds, etc., and performed their duties with much credit. Think, from the Masonic emblems they carry, they are old hands at the business and "onto their job." We had a good attendance and it was our first experience with the new work.

Mr. Wm. Hines, a prominent member of the B. of L. F., called, as a committee of one, to ascertain our views on the feasibility of having a union meeting of all the labor organizations at Denver in October. A recess of fifteen minutes was declared, and he made some very sound remarks on the subject, and expressed his ideas in a very able manner. His advice was excellent, and we were much impressed with the gentleman. Nothing definite has been determined, except that a committee of three was appointed from our Division to meet with committees from other organizations and discuss the matter.

Brother Murphy, night yardmaster for the Union Pacific at Denver, has taken a layoff and is making an extensive visit through the east.

As we said in the beginning we would not write much, we will "spot" awhile till after the hunt. Many of the Brothers are anxious for our return, as their mouths are perspiring for some of our venison. Touhy Greiner & Co. have our thanks for their favors in the way of transportation, etc., and if we have success, may get something better.

By the way, Mrs. "Hot Tamales" contemplates spending part of the winter with friends in California, which relieves us of another care in the way of coal and grocery bills, chopping kindlings, etc.

Our sick and injured people are all doing well.

If any stray Brothers come that way advise them that two hundred conductors are wanted at 1543 Champa St., Denver. Apply first and third Sundays, between 1 and 2 o'clock. O. R. C. men only. With regards to the fraternity throughout Denver, Colo.

"HOT TAMALES."

Editor Railway Conductor:

Rip Van Winkle awoke from his sleep, but our correspondents sleep on forever, so, as a lesser luminary, I make bold to tell the news from one of the banner Divisions of the south. No. 98 is in a flourishing condition, with a most capable and efficient set of officers at the helm and a first-class membership. We have a nice Division room, very conveniently situated. Our meetings could not be better arranged; the treasury is not depleted, and is under the stewardship of the veteran Brother Elliot, which is better security than that afforded the treasure vaults of the bank of England. We have worked up qualified converts until they are scarce as junction boarding house chicken on arrival of a late 73. Some of the Brothers seem to think they have no business in the Division room unless they have a personal grievance to air, then how quick they come. You will find them impatiently pacing up and down the pavement, wondering why everybody comes so late. Suppose, my recreant Brothers, that the faithful few whom you depend upon to run affairs should lose interest, as you have done, then who would keep the ball rolling? Surely they deserve encouragement, and the best way to encourage them is by lending your voice and presence to the councils of the Division; so, let's see if the register can't be extended a little more in the future.

We are making fair time now, and look for good business soon, as our busy season is fast approaching.

Brother Brock is the same debonair bachelor as of old, still cheating some woman out of a good husband. Brother Haralson is another sturdy oak without a clinging vine: but then, he has his dog and gun to lean upon, and I am told he is a genuine follower of Nimrod. Lately, at Flomaton, as a long string of "mtys" slowly faded away in the dense cloud of smoke sent forth by the 141, I saw someone resembling Brother Owen on the rear end of a diminutive "dinky" fluttering a handkerchief toward some object on the P. D. side of the road. I wonder what it was? Brother Ely is still making flying western trips for the S. P.'s passenger department. Brother Markle has just returned from a pleasant trip to his old home in the Empire state. "Hot Box" is becoming more corpulent every day; take anti-fat, George, or you will soon have to widen the doors of your "dinky." I could make personal mention of many more Brothers, but they are too numerous; suffice it to say that they are all O. R. C.s from point of principle.

To that isolated few who are outside of the pale of protection and fraternity I would say, come, join your fortunes with ours; come, learn the sub-

lime lessons we teach; come, enlist in the army that is fighting for the emancipation of labor. You have not yet forgotten, I hope, those dear old parents who taught your feet to seek early the right and avoid the wrong. How well you have heeded their advice God and you know. If they have gone to their reward, ever keep your memory of them green; if they are still with you, don't forget the obligations of child to parent, but so arrange your affairs that in case you are abruptly summoned hence you will not leave your dear ones to the cruel buffetings of this selfish world; but have your name on the roll of an honorable order that will place them beyond the fear of want when you are no more. The obligations of fathers and husbands are far from light if their occupation is a hazardous one. It is their sacred duty to provide for the family 'ere the "silver cord is broken." We all have someone depending upon us for the needs of life and it behooves us to remember that

"Leaves have their time to fall,

And flowers to wither at the north wind's breath,

And stars to set—but all,

Thou hast all seasons for thine own, oh, death!"

"We know when moons shall wane,

When summer birds from far shall cross the sea,

When autumn's hue shall tinge the golden grain—

But who shall teach us when to look for thee?"

Montgomery, Ala.

NOVICE.

Editor Railway Conductor:

Division 89 was not represented in the September issue of THE CONDUCTOR, and as a consequence I was the recipient of a discordant howl from the Brothers, who insist upon me doing my duty as correspondent every month. In order that I may keep peace in our little family of Brotherhood and give cause for no further complaint I will send you a few items that you may know we are alive and among the class recognized as "hustlers," though we may feel a little the "worse for wear."

Louisville has passed through the ordeal of her uneventful career in her endeavor to entertain the "Grand Army of the Republic." The metropolis of the south has thrown open her gates of welcome to the old time foe of the north and bade them come into her midst and partake of a hospitality worthy of so great a people. God made the sun, moon, stars—all the planets, and swung them whirling into space in all their grandeur and

beauty—He made the rainbow to span the sky, and piled the clouds in golden glory in the heavens above us; He also planted a great soul and big heart in the breast of the southerner, who never proved reculant to a promise—through the immortal Watterson we bade them come and be welcome; and may I say, well has Louisville fulfilled every promise and expectation, and sent them home with the old-time illusion of sectional prejudice dispelled; and well can I claim for the conductors, who acquitted themselves so well of their onerous and important duties in the handling of the immense crowds without a murmur of the hardships—to them belongs an equal share of this great credit with which the obligation was fulfilled. The rush is over, the boys are tired and careworn, but feeling jubilant and good over the south's success.

I am pained to chronicle the death of Brother E. A. Burchell, of the C. O. & S. W. R. R., which occurred on the 13th inst. Also the death of Brother John Bird's baby boy a few days since. Brother Bird was unfortunate in the loss of his loving wife a few months ago. The families of each have the heartfelt sympathies of the Division in their great loss and sad affliction.

Brother Peter Renaker has regained his health sufficiently to take charge of his train again. Brothers Henry Till and William Davis are handling passenger trains on the L. S. R. R. Brother H. C. Chambers is now pulling the bell cord on the K. & I. between Louisville and New Albany. Brother Joe Brown is all smiles—it is a boy and weighed ten pounds. Brothers Ed Hughes, Ed. Foley, John Miller and John Hilbert, of the C. O. & S. W. R. R., are among the unfortunates having lost out on account of accidents to their trains. Brother L. L. Ludwick, who is now employed on the "Santa Fe," has returned to Temple, Texas, after spending a few weeks with his friends here. Brother J. J. Kertin, of the St. L. & I. M. S. at Little Rock, is shaking hands with his old friends this week. G. A. Greendale, of Palmetto Division 208, and G. A. Hamer, of Division 339, favored us with their presence at our last meeting. We are always glad to welcome visiting Brothers. Our worthy Secretary, C. S. Dodson, is a candidate for the state legislature. Having always been a prudent, moderate man, the hustling necessary for success is showing its effects and his old time smile of welcome has become a little jaded.

Monon Division, 89, had Brother Wilkins with us a few weeks ago to instruct us in the new work which has proved very popular and much less complicated than the old.

With the hope that I have said nothing to mar

the friendly feeling of the past, and the same kindly interest may continue in the future, I close
Louisville, Ky. MACK.

Editor Railway Conductor:

We wish to acknowledge through your columns a gift from the Ladies Auxiliary to the O. R. C. Division No. 37, in the shape of a beautiful comforter, a pair of fine towels, and some old soft linen for sick rooms. The gift found sincere appreciation, and we want all the ladies to know that such donations are valued as much as gold.

We also acknowledge receipt of the following donations for month of September, 1895.

O. R. C. DIVISIONS

169.....	\$ 1.00	210.....	\$10.00
70.....	5.00	235.....	3.00
251.....	2.00	321.....	2.00
18.....	3.50	326.....	6.00
246.....	3.00	330.....	1.00
151.....	1.00	155.....	10.00
339.....	12.00	44.....	5.00
60.....	10.00		

Total.....\$74.50

B. R. T.....	\$ 57.88
B. L. E.....	156.00
B. L. F.....	58.80
G. I. A.....	53.25
L. A. to B. L. F.....	16.50
L. A. to B. R. T.....	13.00
L. A. to O. R. C.....	12.50
Personal.....	33.10
Advertising Account.....	24.95

Grand Total.....\$500.45

Chicago, Ills.

F. M. INGALLS,

Sec'y.

Editor Railway Conductor:

Leaving Delagoa Bay, a beautiful port on the east coast of South Africa, you bid good-bye to the Portuguese town of Lorenzo Marquez and proceed to Beira. Another steamer ride and you are ready for the trip over the Beira railway. This road is a two foot gauge and built on mud, zig-zag, points out of sight. I took passage in the van over the entire length of this road, 113 long miles. There are three classes of travel here, first-class in the van, second and third in the goods trucks and a motley crowd they were. Our train was advertised to start on Monday, but we thought ourselves lucky to find it ready for the trip so early as 10 a. m. on Tuesday. A shriek of the whistle and we were off in a bunch, as they say at Guttenburg. We had not gone more than a kilometer before the watchful guard, drunk as he was, discovered that we were off the plates. A considerable distance was traveled before the driver was apprized of this somewhat important fact, though

the difference, if any, was in favor of being off if one wanted smooth riding. A halt was called and the driver came back to investigate when we discovered that he had about three gauges in his smoke stack and could only stand when he had something firm to lean against. The patient and long suffering passengers participated in the discussion which followed, not only giving many valuable and timely suggestions as to the best means for getting the car back on the track but contributing so much of inspiration as could be contained in one large bottle of Scotch whisky. When everything was finally ready we started with a jump and without any alarm, so two of the coolie passengers were left. Both guard and driver concluded "They had no bloody right to get off the blooming truck," so they walked while we rode along in happiness.

Sometime later in the day the constant blowing of the whistle called my attention ahead, where I saw a gigantic tree lying directly across the track. Then came a struggle on the part of the driver to make a stop. First we would run ahead several lengths, then back up, until he suddenly discovered that steam had not been shut off. This done the train stopped easily enough and all descended to assist in clearing the track. We started again with full head of steam, according to the usual custom of our driver, but this time no one was left though several were dragged quite a distance. Sunset found us at the foot of one of the heaviest grades on the whole line. A rush at full speed, a wild shriek of the whistle and we were in for it. It was not enough, however, the train climbed slower and slower and finally stuck. Then came the order in the now familiar tones of our driver, "Third-class passengers get off and push, second-class passengers get off and walk and first class stay where you bloody well are." Thanks to the strength of the third-class passengers and the fact that we had but three goods trucks and a van we got over the hill and went down the other side at a maddening rate of speed, considering track, equipment and crew. An hour later we stopped at a camp in the woods for refreshments. The only town we could find was the hotel which was built so high on piles as to give the effect of being on stilts. High as it was it was dwarfed by the price we had to pay for our meal and food was bad in proportion to the price. All night long the rain poured down upon us, and we missed sadly the windows which should have been in the van. The run that night was short as a long stop had to be made in order that the driver might get some sleep. The next morning we did better, though considerable time was still lost in filling the tank with wood and water. There was one advantage

about the green wood we loaded, it was impossible to blow the engine up with it. After leaving the track several times, stopping to kill snakes, etc., we finally reached the end of the line, having made the 113 miles in 54 hours, thereby placing the record in danger.

The road runs through a hunter's paradise and at sunrise almost any morning you can see all kinds of big game from the train. Lions are as plentiful as jack rabbits in Texas. It is expected to push the line farther inland and the writer, being interested in construction, has a ride of sixty miles on horseback before him. The contractor who turned over the last section forgot to build and dump, and as it is a marshy country it is feared the driver may sometime lose his machine. On my return I will write you more.

ICORA.

Editor Railway Conductor:

Once more Division No. 55 has been called upon to mourn the loss of one of its members and our charter is draped in mourning for Brother Spencer M. Humphrey, who was killed at Lawrence, Kansas, Sunday morning, September 22nd, while coupling cars equipped with Janney couplers to those equipped with the hook coupler. Brother Humphrey went in to adjust the link and was caught and so badly injured that he died within an hour, never having regained consciousness. Brother Humphrey leaves a wife but no children. Too much cannot be said of the good qualities of Brother Humphrey as a husband, Brother or friend. He was always true. As a member of the Order he never considered any burden too heavy for him to bear if it was for the best interest of the Order. He was always ready to sacrifice his own interest, if by so doing his Brother conductor could be benefited. As a conductor he had the confidence and respect of every official as well as that of the traveling public on the line upon which he ran. The funeral, which took place at Junction City, the home of his parents, was attended by the officers of the Union Pacific Kansas Division, and by many members of Division 55. There were many fine offerings of flowers, one especially beautiful design, a broken wheel, was contributed by the Sinbad Opera Co., through their big hearted manager, Jack Hartley, who will ever have a warm place in the heart of every conductor in our city.

Division No. 55, at their regular meeting September 23rd, passed suitable resolutions upon the death of our Brother. I am glad to be able to inform our Brothers that Brother Humphrey left his widow an insurance which will go far towards assisting her through life.

On behalf of Division No. 55 I desire to thank the officers of the Union Pacific system for the courtesies extended to our Brothers who attended the funeral, in the shape of transportation to Junction City and a special train for return after the funeral.

Our Division is now in a very prosperous condition. We are having a better attendance at our meetings than we have had in years and all the Brothers seem to take a great deal of interest in the new work, which is giving satisfaction to all.

Now that Kansas and Missouri have the greatest corn crop ever grown west of the Mississippi we expect to see all of our good Brothers at work again and a decidedly better feeling existing all around.

The first three days of October taxed the energies of every conductor centering into our wide awake city. This was carnival week and all of the regular trains and the hundreds of extras which were run were loaded to their utmost capacity bringing the multitudes of people in to join in the festivities of the week.

We again extend a cordial invitation to all who may come our way to pay us a visit, assuring them that we will do all in our power to interest and entertain them.

I am pleased to see how promptly the claims are being paid in our Benefit Department; and to see that there is a decided increase in the membership of that department; a large per centage of it coming as it is from the older membership of the Order makes it doubly interesting, and I hope to live to see the time when there will not be a man who claims the honor of holding membership in our ranks who will not carry insurance in our Benefit Department. Remember that while we are donating our regular monthly assessment we are helping the widow and orphan or some worthy, though unfortunate, Brother of our Order. Now is a good time for the members of the Order to take up and discuss the question proposed in our last Grand Division, viz:—The building up of a sinking fund of \$500,000 to preclude the possibility of any failure in the Benefit Department, and another all important question that will undoubtedly come up at our next Grand Division, the building of a permanent home for our Order.

Kansas City, Mo.

W. WELSH.

Editor Railway Conductor:

As I have been elected speaking trumpet for Division No 181, through the columns of THE RAILWAY CONDUCTOR I must try to say something each month, even if it be a little.

Business on the Ohio Division of the B. & O. S. W. Ry. continues good and the boys are still on

the march, making full time, which keeps them smiling.

Whenever our hall is in need of remodeling, in the wood working line, we just make the fact known to Brothers O. H. Hiatt and G. Harris, and everything soon looms up in ship shape. Such Brothers we must hold to, as we cannot afford to lose them.

We have some few Brothers who are a little dilatory, about attending meetings, when they are in town and have no good excuse for non-attendance. Now, Brothers, you must make up your minds to attend regularly every meeting that you can, as your smiling faces help to cheer up your officers and regularly attending members of our Division, in the good work we have begun. Let us all put our shoulders to the wheel and do all we can to help each other. Don't stand on the street corners, or some other public place, discussing business pertaining to the good of the Order, but come to every meeting that you possibly can and let your presence demonstrate that you are interested heart and soul in everything that will lend prosperity to our organization. Let every man bearing the honor of membership with the O. R. C. do his duty according to the solemn obligations he has taken in becoming a member of our Order, and prosperity and success will surely crown our every effort.

Passenger traffic during the G. A. R. meeting at Louisville, Ky., has been exceedingly heavy over our line, but it was handled promptly with very few minor delays. The complimentary greeting from our General Superintendent, Mr. I. G. Rawn, thanking employes for their attentive and efficient service during this rush of business, most assuredly makes us feel proud. It is gratifying to know that our management appreciate our services, and to have them make such public acknowledgement of the same. My sincere desire is that our services may ever be such as to merit such praise from our officers.

We have some new material with which to increase our membership, within our grasp, and let me urge each one to do his duty and secure every worthy member that we can. They need our organization for their benefit, and we need every loyal conductor to swell our ranks and cause our Division to prosper. Do not stop working in our midst until we secure all that belong to us, which means every moral and efficient railroad conductor within our reach.

H. F. CLEVELAND.

Chillicothe, O.

Editor Railway Conductor:

I have been watching THE CONDUCTOR for a long time to read about Division No. 167, only to

be left every time. For the benefit of the boys who once were members I will try and tell them something about us. They all know that when the white caps on old lake Ontario show forth they mean something. It is the time for them to come thick and fast now and such a breeze comes with them that you will have to have on a good overcoat to keep warm. That is why Oswego boys are so healthy, and if any of our far away Brothers wish health, try some spot along Ontario's borders and see if you won't be benefited by the trip.

Division No. 167 has as good a lot of boys as any Division I know of. All are "Hail fellows well met," but I think they all are so attached to their wives and families that they cannot find time to attend our regular meetings. Warm weather is about over, however, and we expect that they will turn out better than ever, we live in hopes, anyway.

We very much regret to lose our Brother Chas. Beckwith, who is about to be transferred to Division No. 50, Hartford, Conn. He was one of the faithful few while with us. But what is our loss is Fifty's gain. He carries the best wishes of the boys with him, and may success follow him in the future as it has in the past.

Our genial Brother, P. Loughrey, who has for some time laid off his brass buttons and given the punch a rest, is so homesick he has made up his mind to equip himself for train service again. There, I hope he won't get discouraged when he sees this and give it up. Go ahead Brother Loughrey, you will be all right.

I tell you we miss our Brothers Joe Allen, Jas. Carrol, J. Roache, R. Collins and dear Brother J. Donovan from our meetings. The latter has given up his books to Brother Garlock for safe keeping until the first day of January, 1896. I know he loved to scribble in them when dues were paid or something else was wanted. But when he returns after his summer vacation, oh, how they will welcome him back, and say, "How I wish you had never gone away." I could mention others, too, if space permitted, but they are all right; will tell you of them later.

Trusting to see our next meeting filled with smiling faces again, I ever remain

Oswego, N. Y.

X. Y. Z.

Editor Railway Conductor:

It has been several months since our new correspondent was elected, and as he has so far failed to report for Division No. 335, I will try to say a few words in behalf of our good Brothers and correspondent.

We are alive and doing well. Our membership is rather small, but what we lack in quantity we

make up in quality. I think the majority of them try to attend all the meetings they can and that is what makes our meetings interesting. In addition we have a fine set of officers who do much toward the success of the Division.

Business has been good here all summer and it is at present. We have been trying for some time to get our pay raised but have not made a success of it yet, although the passenger conductors have been given an increase of fifty cents per day. I think the freight men deserve it as much as the passenger men, as the freight expense has been greatly reduced the last year between Concord and White River Junction on the Concord division of the B. & M. R. R. I think the figures will show a saving of \$15,000 in the handling of the freight on this division for the year ending May 31, 1895, as compared with that of any previous year in which the same number of cars were handled. I don't want our Brothers to think that we conductors claim credit for all this saving ourselves, for we do not, it was largely the work of our worthy train master, W. R. Mooney, and I hope all appreciate his kindness to us and what he has done for the conductors on the Concord division as does

Concord, N. H.

A MEMBER.

Editor Railway Conductor:

I would like to say a few words this month, to the members of our Order in Massachussetts, hoping thereby to have them throw their votes upon the right side of the fence and co-operate with men of the same stamp as Prof. Frank Parsons and others, who have the interests of the people truly at heart.

There is no use for the working man to vote for the advocates of the system that has kept the workers where they are, for it is only casting a vote for the perpetuity of our present condition.

What we want, and what we surely will get later on, is a government by the workers, for the workers, and then the idlers will starve unless they conclude to go to work. In order to bring this most desirable state of affairs to pass we must vote for men who favor us in legislation. I trust that the Brothers of Massachussetts will remember that it is only a few short months since our present Governor turned down our choice for railroad commissioner and appointed an active official of the Fitchburg railroad. It now becomes our duty to use our strongest efforts to turn the governor down in good shape. Every mother's son of us should not lose an opportunity to demonstrate to our fellow workers that the snub he gave organized railway employes is not forgotten.

I understand that the B. of L. E. is working hard against the Governor because of his ignoring

organized employes, thereby breaking down a custom that had been established about fifteen years, of having a member of one of the Brotherhoods upon the railway commission. Their opposition will surely tell against him at the polls and they should have the whole vote of organized labor with them.

I had hopes of seeing a legislative committee for this state formed before this so that they could give us some pointers to work on, but in this we are destined to get along without one until later on. When the question of legislative committee does come up, every Division should co-operate with Division No. 122 and thereby get a working committee in the field for the next session of the legislature. I believe that 122 has taken the preliminary steps for the formation of a committee of this nature, and we earnestly desire the other Divisions to work with us.

I was very much pleased with the editorial comment upon Prof. Frank Parsons' articles in the *Arena* and hope all members will procure them and read them over occasionally, and after a while they may become convinced that government ownership is the proper thing for all railroads; after a person has read and digested such facts as Prof. Parsons and other progressive writers use, it is hard to understand why government ownership is not sought for by everybody.

In Germany in the last ten years net profits have increased forty per cent under government ownership (23,843 miles) and wages are 120 per cent higher than under private ownership; these facts, coupled to the facts that fares are being reduced at the same time, and the death rate by accident is getting down to almost nothing in Germany, (U. S. roads killed three and one half times as many passengers and six times as many employes as German roads for the same number of passengers carried) demonstrates the extreme desirability of government ownership. So now I say, Brothers, if you would vote for more butter on your one or two slices of bread, vote for the man who advocates boldly government ownership. I see "B" in his comments in the September CONDUCTOR has the same convictions as I have.

The N. Y., N. H. & H. have ordered all trains on double track of Old Colony System, to run on the right hand track in the direction they are moving, and as they have always run left-handed, this order has caused an almost complete change in turnouts, switches, signals, crossovers, etc., thereby making it more than uncomfortable for the employes. One Brother says that the northern division of the O. C. looks as though a cyclone had struck it, and says that it knocks the fifteen puzzle and pigs in clover all hollow. Nevertheless

he manages to wiggle around pretty near on time with sixty or seventy cars strapped on behind the old mogul.

We just got Brother Baker's bill for expenses to Grand Division, last meeting, and found out that he had a good deal heavier appetite coming back than he had going to Atlanta, evidently Brother Sprague of "66" tried some of his new fangled "life preservers" on Brother Baker with appetizing results.

My wife is after me harder than ever now since she read Mrs. Toner's letter in the September number, and she is just aching to hammer the "O, which" degree onto me, and says she won't rest until she does. Well, "mebbie" she will and "mebbie"—

122.

Boston, Mass.

Editor Railway Conductor:

I see in the September number of THE CONDUCTOR, a letter from Mr. L. S. Coffin, President of the Home. He says Dr. F. M. Ingalls, Secretary of the Home, has from time to time, sent out circular letters and appeals to different Divisions and lodges, in behalf of the Home. Mr. Coffin says "The good work of the Home is now past the experimental stage, and what is wanted, is to have every lodge and Division of all railroad orders to become interested in this laudable and now imperatively necessary enterprise." I am in favor of a Home for aged and disabled railroad men, who have no home, or are unable to take care of themselves. I am willing to give fifty cents every month toward the support of a home of that kind. But I am not in favor of supporting a home in or near a city like Chicago, for various reasons. In the first place, the land to build a home upon costs too much. Then again, the expense of maintaining a place of the kind in Chicago would be high. I have heard the Home discussed in the Division room more than once, and there are a good many who hold the same opinion as myself, but they have not said so in print. Mr. Coffin says: "A fine location at Highland Park has been purchased." He does not say what the purchase price was, but says: "The purchase price and improvements needed to make a temporary home equal to the demand, even for a few years, will amount to not less than \$10,000," to say nothing about the running expenses of the institution. My idea is that a good farm, near some smaller city, could be purchased and the buildings thereon remodeled for a less sum of money. The farm could be made nearly self supporting. Some may say, "Who is going to do the work on a farm?" Hire the help, as help must be hired to do the work in the Home in

Chicago, or any other place. I believe in making this Home as comfortable and homelike as possible for the inmates. I do not believe there is a lodge or division of railroad men, who would not be willing to contribute monthly to a Home operated on these principles. I believe this Home should be for railroad men belonging to railway organizations, and they should have a certificate showing membership in their Order, and no others admitted.

I will say no more on the subject this time, and hope to hear the opinions of others on the subject.

ONE FROM DIVISION 11.

Concord, N. H.

Editor Railway Conductor:

Please allow me through THE CONDUCTOR to tender my thanks to the officers and members of Division No. 116 and their wives and daughters for favors and courtesies extended myself and wife while I was under treatment in the St. L. S. W. Ry. hospital, at Tyler, Texas.

Last, but not least, to Division 100, of which I am a member, for the interest taken in and the sympathy extended me.

Hoping that our noble Order may ever prosper and the good work go on, I am an ardent member and worker for the O. R. C.

Tyler, Texas.

J. W. BENTHARD.

Editor Railway Conductor:

How prompt, how able, how all-sufficient was the relief and assistance that came so unexpectedly to the dilatory correspondent of No. 162, and how fortunate, Mr. Editor, that you allowed my communication to remain on file two months before you published it, otherwise we probably would not have heard from those bright, shining lights of our Division, "Rentsil" and "My First." Bro. "Rentsil," you are very personal in your remarks, and the only excuse I can offer for you is, that it is very evident from what you say, that you intended to be so; all those Brothers whose names you have so kindly mentioned no doubt will redouble their efforts to make themselves worthy of your honorable mention. If Bro. Monohan is committing to memory ritual work so as to be able to properly discharge the duties of a position to which he aspires, his disposition and actions are worthy of imitation, and I trust there are others who will do likewise. Yes, Bro. Mooney is a good Inside Sentinel, of course, he is an honor to the chair, he is an honor to anything, anywhere; you can't put him wrong, he just fits anywhere. If Bro. Lewis was defeated for Outside Sentinel, that is no reason he should be slandered; many a good man has been defeated,

and often by the treachery of supposed friends; Bro. Hughes can take care of himself, and in the direction of *common sense* had better not resign. If Bro. Reilly is a candidate for delegate in 1897, he never told Bro. "Rentsil" so, and it is not right to make such an announcement without the knowledge and consent of the party interested. What's the use of telling us all that stuff about Bro. Tommy Dennison; we know he is all that, and ten times more. I don't think that is very nice to say about Bro. Bingham; if he should start a dime museum the greatest attraction he could possibly secure would be to have "Rentsil" in a cage. The reason that Bro. Slocum of No. 170 cut his visit so short the other day I think he caught sight of Bro. "Rentsil" and concluded he had better go. I join with Bro. "Rentsil" in hoping he will come soon again. Bro. "Rentsil" had better ask Bro. Steele why he is not running his train, it would be a good way to find out; I know, but will not as much as whisper it. Yes, "Rentsil," our Bro. Secretary, is a hard worker, and much credit is due him for the fine, prosperous condition of our Division. All the boys know and appreciate "Billy," beyond doubt. I have no fault to find with Brother Vance's attendance, but he is more regular than a number of other Brothers. Brother Stackhouse is able and competent to walk alone without Brother "Rentsil" to lead him. Perhaps the sympathy of Brother "Rentsil" is not agreeable to Brother Pettiman; he does not need it; he is not obliged to be a member of the Park Commission; he can resign if he wants to. We know Brother Elder is a good worker, and lets us know he is about when anything is to be done, but "Rentsil" don't know whether he is an orator or not, and I don't think he is any quieter than some other people. How does "Rentsil" know that Brother Heald is always at a wreck when he is not on hand; I don't believe Brother Brown said anything about Brother Heald's love for park picnics; how can a man attend picnics when he is always at a wreck, when he is not on hand. Brother Tice is not obliged to absent himself from Division meetings for the purpose of coloring his pipe, give "Rentsil" the use of it for awhile, it will soon become colored. Brother Ahn would never dare to offer a bottle of hair restorer to Brother Lewis. Brother "Rentsil" knows that. Our meetings are well attended. Brother "Rentsil" is right there, but the meeting to which he refers was a special one, and more members than usual were present, besides a number of visitors. We don't need to organize a new Division. No. 162 stands with outstretched arms ready, willing and able to welcome and care for all who are eligible and worthy to become shel-

tered in her fold. Brother "Rentsil" trusts I may criticise his letter, so that he can see my name in print. I do not want my name in print, so will not indulge in criticism, but will thank him sincerely for his timely communication, and if at any time he thinks the Division Correspondent is neglecting his duty I hope he will come again.

And the same privilege and invitation is at the same time extended to our kind Brother who signs himself "My First," and who so vigorously jumped with both feet on your humble correspondent for his apparent neglect of duty.

The special meeting held August 11th, to which "My First" refers, was certainly well attended and interesting. It was called to order at 2:20 p. m. by C. C., J. M. Matthews, who appointed the following officers: Brother S. Smith, of Division 229, A. C. C.; Brother A. Ludlow, of Division 170, S. C.; Brother R. Tidiman, of Division 204, J. C.; Brother F. W. MacVeigh, of Division 204, I. S.; Brother A. Hughes, of Division 162, O. S. After the appointment of the officers the meeting was given over to the charge of our Grand Chief Conductor Brother Clark, whose talk on the new work of the Order was listened to with a great deal of attention. The new Initiatory work was demonstrated; Brother William H. Lawrence, of Division 169 volunteered to act a candidate; he made a good one, as he weighs about 225 pounds. The boys were thoroughly instructed in the lecture, and the most of them have it down fine; occasionally someone will need brightening up and will seek Chief Matthews, who always kindly gives them his attention.

By the way, our C. C. had a victory a short time since that is worthy of note. A Brother had been on the sick list for some time, and was regularly drawing his dues, when it came to the ears of our chief that he was shamming. A personal investigation proved the report to be correct, and at the next meeting our C. C. promptly flagged him and his claim for benefits was ignored, and a charge preferred against him; the Brother replied with a counter-charge against our C. C., the trial was held at our July Sunday meeting, and C. C. Matthews was thoroughly vindicated, and the disgraced Brother's name dropped from the roll.

It was decided at our September Sunday meeting not to have an anniversary demonstration this year; it is a wise conclusion, and shows the sound sense of Division 162, not to indulge in an unnecessary expenditure of money; economy is the key to financial strength, and financial strength is the only rock upon which organizations can be securely built; Division 162 is built upon a rock.

I will now close with a parting word of warning

to Brother Matthews, whom I would advise to ascertain the personality of "My First," and keep an eye on him, for judging by the knowledge he has of Brother Matthews' private affairs, and the anticipated movements of his family, I believe he either intends to kidnap his wife and baby, or else steal his dog.

Philadelphia, Pa.

M. M. S.

Editor Railway Conductor:

Once more the correspondent of Grafton Division 190, will take a little of the space in your interesting journal to say a few words in behalf of his Division. We are having the pleasure of bringing into our ranks a few good members as the summer passes by. Messrs. M. E. Brennan, Wm. C. Meyers and B. C. Fitzhugh, of the Monongahela River railroad, and Mr. G. Courtney, of the B. & O., have solved the mystery and joined our ranks, after a narrow escape from death, and are highly pleased with the Order. We were sorry to hear of the sad death of Bro. Robt. Rannie of McKee's Rocks, he having been formerly of our Division. His family has the sincere sympathy of all the Order. He was a faithful member while with us, and was well liked by all who knew him. Business in this section of the country is very heavy, along with the small-pox rumors. I would like to see Article XIII, Section 1, on page 53, of our Constitution, published in THE CONDUCTOR, for the benefit of some of our members who have not seen the inside of this Division's room for several months. They are generally at Grafton on meeting night, but are too tired to walk to their Division to learn something of their own interests. This rule should be enforced on some of our members. If they should have the misfortune to get into trouble and wanted some one to talk for them the meetings could not be often enough. I have been in Grafton several meeting nights and I know of several Brothers being on the streets. When asked to come along to the meeting, the answer would be: "Yes, I will be up in a few minutes," and that was as near as they would get. We have several Brothers expelled for non-payment of dues. Of course, we cannot blame them. They only draw for each month's work from \$75 to \$150, and 42 cents a month out of that for dues, they could not stand. Come, all good Brothers, and keep Grafton Division rolling. If our Brothers who have not attended a meeting for the last six and seven months do not know where the Division room is and the nights we meet, we will arrange to furnish them a guide each Saturday evening until they learn the road. We have several Brothers who, if they would attempt to register their names on the reg-

ister book in the Division room, the book I think, would disappear. Brothers, attend our meetings for your own interest. If you do not attend once in a while please comply with Article XIII. Bro. Fitzhugh is off duty on account of being sick. I do not know whether it is due to his experience in riding the goat a few nights ago or not. We all wish him speedy recovery.

Grafton, W. Va.

WM. R. RIGGS.

Editor Railway Conductor:

Jonesboro Division 332 is flourishing, new material in sight and old members transferring. Brother J. N. Clark from Desoto, Mo., Brother T. Campbell from Thayer, Mo., Brother C. S. Kretsinger from Van Buren, Ark., are the latest transfers. Brothers Clark and Millhearn are on the sick list. The Brothers braking here are M. Goodell, M. Fry, Brother Kick, Brother Millhearn, Chas. Ivy and Jack Heaney. Brother J. L. Teague, our Chief Dispatcher, is on the "bilious" list, but he is hard to handle and, I think, will down "King Malaria." Times are improving on the "Cotton Belt." Brother S. P. Gray has returned from a trip home over the "Broad Miss" River into Kentucky. Brother H. Y. Henderson is at home in Pine Bluff sick. The Brothers running trains here are as follows: T. Heany, W. A. Stiles, W. B. Cunningham, C. S. Kretsinger, J. J. Bryant, H. Y. Henderson, S. P. Gray, Ed. Rice, E. C. Judd, J. N. Clark, T. Campbell. Verily, the "Cotton Belt" is O. K. for the visiting Brother. Come and see us, we are always at home 1st and 3d Sundays, and week days we are working and trying to stay well and hearty. Brother Ed. Martin, our efficient A. C., is yard master for the K. C., T. S. & M., is acting C. C. account of the loss of our chief, Brother C. E. Gilmore, who has left the Cotton Belt and returned to Atlanta, Ga. We were sorry to lose Brother G.; he was a good conductor, an efficient officer and a thorough gentleman.

Hoping this will not find its way to the rip track, I will put up signals for another section soon.

Jonesboro, Ark.

"SPUDZ."

Editor Railway Conductor:

No doubt the readers of THE CONDUCTOR think Division 52 is dead, but we are far from it. We haven't had a correspondent for a long time, but you will hear from us quite often after this. Our annual excursion to Shohola Glen on August 7 netted us about thirteen hundred dollars, quite a neat sum, don't you think? Had it been a clear, bright morning it would have made our committee hustle to handle the people. Everyone enjoyed the day to the limit and our committee deserve

great credit for the way they did their work. Our Division is like an immense wall, always firm and solid—we have some solid men in it. Our Chief Conductor, Brother M. Conway, is a six footer with a heart as big in proportion as his body, but they tell me it is doubtful if he has it with him all the time. Perhaps a certain pretty young lady could tell us. Brother Shultz, better known as Bartholdi, would take the opposite side of an argument if he busted both his shoestrings to get there. Brothers Langley and Vorhis declare there is no place like Atlanta in the world, but any other place would be the same if Brother Dick West was there. Our handsome and gentlemanly secretary and treasurer, Brother I. B. Cole (he will wear the same size hat when he sees this), went fishing. Dear me, no, I won't tell what he said, haven't got weights enough to go round.

Brother Neas Decker would bet his coat on Defender. Strange, isn't it, he knows so much about a yacht. They have a fin keel, his boat was flat bottomed and it wasn't propelled by a sail either. Brother Tom Gray with his nice manners would make you believe black was white. Brother Welch, the wit of the Division, would run Brother Tim Jordan for president if he could nominate him for that office.

Port Jervis, N. Y.

"PUNK."

Editor Railway Conductor:

After a vacation of two months, New England Division 157, with Chief Conductor Royce in the chair, and about seventy members present, resumed business with a new ritual. The goat was in fine form, having just come in from off the farm at West Quincy, where Brother Hobbs has had him in training. The reason he acted so bad when he found no candidate in waiting was that Brother Woodward had cut his whiskers onesided, and Brother Thayer being on that side made him worse, and it looked at one time as if he would hurt some one, until Mascot Division 59, who were holding their meeting in the hall under ours, began to sing, when he fainted.

The Division is considering the matter of alternating our meetings Sundays and week days, as there are so many Brothers who live out of town, and on Sunday there is no way for them to get in or out, consequently there are quite a number who would come that cannot do so. But by alternation it would give all a chance to familiarize themselves with the work so as to be able to gain recognition and favors wherever they are. But don't raise that same old cry, "have had no time to get the new work," or "have just joined the Order," for I am confident, Brother, if you go west without the new work you will receive a chilly recep-

tion The price of beans and spring water have advanced around the Union Station since the light weights from Concord and Montreal began running into the city—that does not mean Brothers Jones, Smith and Walker. Oh! no, they would not eat beans, and I am sure about the spring water. Brother Silsbee has got his linen duster out of — preparatory to going on his vacation. As he is going to the West Indies I should think a duster would be a hard thing to get much advance on, but as his wife is to accompany him we look for good results. It was with profound sorrow I learned of Sister Page's talking in her sleep and giving the secrets of Mascot Division away, but, worst of all, of Brother Page telling the boys about it and giving them the password and grips. The O. C. and Prov. Divisions of the N. Y., N. H. & H. R. R. have changed the running of the trains from left to right handed, but the way Brother Egan of that road handled a sandwich with his right hand would never lead one to think for a moment he ever ran on a left handed road. This has been a busy season in this section. First the Christian Endeavor Convention, then the K. T., then the Order of Goliath, or the society that lives on camel's milk with a stick in it, and conveys it to the stomach through the aid of a straw, and last, but not least, comes Boston's police parade some time this month. Consequently but few of the boys have had any vacation. Last month the writer had the pleasure of meeting with our Grand Chief Conductor, Brother Clark, at a meeting of Division 122, and witnessed the exemplification of the new ritual. Also the initiation of a candidate, and right here, Brothers, let me say you missed a treat, for it is certainly a treat to witness the able and efficient manner in which Division 122 does its work.

It was news to me to hear of Brother Sheldon, of the R. B. & L. road, studying for the ministry. If such is the case, why did he lead the grand march at the ball given at Parker's Hall, Beachmont? The Auxiliary is a great help to the Order and is the means of better attendance. Wishing them success and the Order in general, I remain,
Boston, Mass. G. E. S.

Editor Railway Conductor:

As I have a few moments of leisure after reaching Portsmouth (off an 180 mile freight run) will give you a message from Raleigh Division 264 and may it prove of interest to the readers of our CONDUCTOR. Our Order is what the members make it. If we are prompt to attend meetings and are interested in them we will most assuredly be well rewarded for the little time that is occupied in our Division room. There is no place (except home)

that should prove more attractive than the Division room. It is there behind the closed doors that we can give vent to our feelings. It is there that we can best prove to ourselves the true object and meaning of our Order. Every member should try to be there on time and assume a deep interest in the general work. At our last meeting it was our pleasure to have with us Brother Smith of University Branch. We are always pleased to have him with us as we know the difficulties he must surmount in order to attend, and none other except one who feels a deep interest in the organization would sacrifice so much for such a purpose. I wish we all would pattern after him. We lose all interest in the Order and the work when we stay at home. Let each of us attend as regularly as he possibly can, throw all little harsh feelings aside, hold malice towards no Brother, think of his *obligation* and never be timid in speaking his mind upon any subject of general interest. The Division is the place to air your feelings, *not* on the street or in a crowd loafing around terminals waiting to go out. Let us also be more prompt with our dues, as by so doing we will give the Order the support it needs. It is much easier to pay up every month or quarter than to let our dues run on and get behind and have to pay a larger amount at one time.

On August 14 an excursion was run from Raleigh to Wilmington, by Division 264. The train was in charge of Brother D. B. Jones, our worthy Chief Conductor, assisted by Brother W. W. Newman. It was my good fortune to be able to join the pleasure party, which I must add was a select crowd and a perfect success in every particular. The Committee, composed of Brothers D. B. Jones, W. W. Newman and T. H. Chavasse, worked untiringly for its success, and though we had a rainy morning to start we had a good sized crowd and all expressed themselves as being perfectly delighted with their trip. It brought quite a neat little sum to turn over to our treasurer. I must not fail to mention the many courtesies shown us and our party by the manager of the Sea Coast Road and the boat that took us and most of our party out to old South Port. Last but by no means least, I must speak a word in praise of our efficient Engineers, Messrs. Horton and Muse, who carefully pulled the throttle of the grand old "223" and "412" which safely landed us in Wilmington and back to Raleigh "on time," without a single incident or word to mar the pleasure of the trip.

Well, the S. A. L. seems to be strictly in it—just received several large new engines and still they keep coming. Our local men are having fine times teaching them the road and I believe the only one lost so far is the "546," which, I hear,

has turned up in Atlanta, Georgia, to be exhibited in the "International Exposition" with S. A. L. exhibits. It is a perfect beauty, and with it is the "Tornadoe," the first engine ever run on this road. A comparison of the two shows this is indeed a "progressive age." I hear that Mr. Albert Johnson (who lives in this city), who first run the "Tornadoe," will be with her in the Exposition. He is probably the oldest engineer now living in the United States. We also may possibly claim the oldest conductor, Capt. J. B. Timberlake, who has been on the road about forty-five years and has never had an accident of any note and has never been before the officers for "trial." The Cotton State and International Exposition at Atlanta, Georgia, is all the talk with us now. All want to go and officials are crowded with applications for leave of absence and passes. I hope all may be able to take it in. Our passenger trains are crowded to their full capacity and have been running in sections. Freight is also heavy and trains are running in sections daily, besides numerous extras. Several new "bill carriers" have just been promoted and Brother Kirkland has been advanced from freight to passenger on the "Atlanta Special" (vestibule) between Portsmouth and Monroe. Our popular and well known Brother Chavasse has been put on passenger run between Portsmouth and Raleigh. Brother W. P. Clements, with his usual broad smile and his long tail blue, has charge of the pay train over the entire system between Portsmouth, Virginia, and Atlanta, Georgia. He has visited the Exposition and gives us a grand description of it; he says he don't think it will be second to the World's Fair at Chicago.

Brother Faucette (usually called handsome Harry) and Brother Guthrie went over to Danville, Virginia, to get the new work and we are all perfectly delighted with it; think it a *great* improvement over the old. I like the one degree much better and the "lecture" is a dandy. We had the pleasure of giving the new work to a candidate at our last meeting and he expressed himself as feeling extremely lucky in riding our "Billy goat," which he did with no little ease and grace, though our "goat" has so much work of late that he is not very wild and is easy to manage. We have new applications nearly every meeting, and I wish every conductor who is not a member of the Order could read our June CONDUCTOR. I think if they were to read it they would certainly then send in their application at once. I hope *all* our members read it, and especially the address of welcome by Governor Atkinson to the Grand Division. I must say I never read anything I enjoyed more. Also allow me to state my appreciation of the greeting

from the "Drummers," for, as Mr. Christian said, "no class of men are in closer relation with conductors than the drummers." They most always have a good word to cheer us and sometimes their heavy trunks make us sigh.

Now in order to bring about some changes in our favor it will require work, therefore it becomes our duty to try and enlist members to our ranks and swell the throng and instill the good, honest principles of our Order into the hearts and minds of all those who are yet out of the organization, and try to impress upon them the fact that "in union there is strength."

Raleigh, N. C.

G. M. LASATER.

Editor Railway Conductor:

Division 66 is still alive and in a good, healthy condition. There was a large attendance of the Brothers at the last meeting, all being anxious to receive the new work and get thoroughly posted as soon as possible. One application was received and acted upon at that time. The chairman of the committee having in charge our annual ball made a favorable report and now all that remains to be done to assure its success is to sell the tickets. It is to be hoped that the Brothers will consider themselves special committees to do this important work and do it well.

Sometime since the members of 66 and of Division 67, L. A., received an invitation to visit Island Pond, Vt., and on the morning of September 21 last a goodly delegation from their membership took the train at Portland for that well known resort. When we arrived at Graham, N. H., we were met by Chief Pratt and wife accompanied by several of the Brothers and Sisters, who served an elegant lunch of hot coffee, sandwiches and doughnuts, and you may be assured it was thoroughly enjoyed. Arriving at our destination we at once took carriages for Lake Seymour, distant about six miles, and found the scenery along the way grand beyond description. Upon reaching the lake we were taken to Camp Racket where we found a dinner served on tables set under the trees. It was a feast such as seldom greets hungry travelers, consisting of chicken, fried fish, and last but by no means least, bear, roasted and stuffed by that veteran of the art, Dan Foss. Roast bear was something new to most of our party and many were the side glances cast at each Brother and Sister as they took their first taste of this forest delicacy. But soon, thanks to sharp appetites, they got the better of their scruples and there was a devastation of bear before unknown to history, all pronouncing it simply delicious. Thanks are due to Brother Davis for the sacrifice of bruin, but to Brothers Nolen, Letarte, Danforth and

Ladd and their estimable ladies the thanks of the party are especially due, for all of them had a finger in the pie. A neat little steamer took all who wished for a trip around the lake, which is about seven miles long by one and a half miles in width. The afternoon was spent in social chat, cards and in listening to the Island Pond orchestra. The ladies also favored us with some vocal selections which were greatly appreciated. The weather was simply perfect, could not have been better if it had been made to order, and the time passed all too quickly. At 10:00 p. m. the Brothers left Camp Racket to the tender mercies of the ladies, and if we may judge by the noise they made the camp is rightly named. At 10:00 a. m. Monday the carriages took us back to the station where our farewells were reluctantly said and we started for Portland, arriving at 5:30 p. m., unanimous in the verdict that we had had a most enjoyable time.

Portland, Me.

"B."

Editor Railway Conductor:

As so many Brothers have been making enquiries as to whether the correspondent for 36 had tendered his resignation or not, I have made up my mind at last to say no. I have only been laying off a couple of trips to see if any of the extra conductors would take my run out until I reported for duty. I see that no one has written even a line for me, so I have concluded to take the run out again myself, and if I don't run out of freight I shall run regular on my schedule every month from now on as long as I am assigned to this run. Thirty-six continues to grow and prosper with a steady increase of membership. Brother E. E. Rhodes, of Denver, was given the high degree that made him O. R. C. the 29th. Brother Rhodes was placed securely on top of a narrow gauge box car and then cut off and given a kick down the incline and was wrecked in good shape at the bottom of the hill. When the wreckage was cleared away by the rescuing party, Brother Rhodes was found knocked into a cocked hat, and as nothing could be done for him he was placed in a bandbox and expressed to his wife in Denver, labeled "chicken."

Fruit day at Canon City, September 25th, proved quite a success and was attended by several thousand people. Quite a number of excursion trains were run from Denver, Pueblo, Trinidad and Salida. Those from Pueblo being run by freight conductors, by special request of the conductors. Brother W. J. Weir ran a train from Trinidad to Canon City by special request of the Trinidad

ladies. Brother Wm. Whalen, our fat boy, was the conductor of the finest train of the day, it being from Salida and loaded with Salida's generous, kind hearted people. The day was spent pleasantly and all had a good time. So far Mr. S. Maple was the only person reported to have the green apple jams.

Brother Shropp, better known as Snaps, and Brother Ed. Evans, were under the weather a few days through eating an over gorge of green grapes, but both are better now and have been out on their runs. Business has been improving of late and several crews have been put on since August. Most of the boys on the extra list are able to eat three meals a day now and the regular conductors can find time to come to Division once a month.

We have changed our meeting days from Sunday to Monday, 7:00 p. m. We had to do so or break up the ball game at Rovers Park every Sunday afternoon, so concluded to change meeting days to better suit the ball game.

The Brothers all have the new work now and seem to be well pleased with it.

The L. A. to O. R. C. are still holding their Division meetings at the same place, but are not taking in many new members. Lots of our Brothers have wives who ought to join the Auxiliary, and I believe their husbands object or they would join. If not, what in the world is the reason, any way? Here we have most 100 conductors who belong to 36, most all of whom are married men, and the L. A. has only 15 members or less. Brothers, why don't you prevail on your wives to join, what's the matter with you?

During the fore part of September I was down on the Gunnison River, on the western slope, on a passenger train. I met and had a most pleasant chat with Mr. and Mrs. A. L. Heath, of Lima, O. Brother Heath gave glowing accounts of his Division, the number of which I have lost, and Mrs. Heath told me what of progress the L. A. was making, and of their pleasant meetings and large membership, steadily increasing, and the good times they had. I was but a moment realizing what a jolly couple they were and how happy they seemed to be when telling of the presents they had made this or that member. Then to think how many ladies there are in Pueblo eligible to join who don't seem to be permitted to do so for some reason unknown to me. I believe it to be the fault of the husbands, many of whom belong to four or five lodges themselves. I can only express my sorrow for those ladies, that they do not *rotten egg* the men and join any way.

Pueblo, Colo.

J. F. OWENS.



The premium supplement of the *Weekly Pioneer Press*, just issued, contains some of the most liberal propositions ever made by a newspaper. Articles of actual utility and which ordinarily cost the price of a year's subscription, are given free. This is an admirable opportunity to obtain one of the very best weekly papers in the country and a handsome premium with each year's subscription. Send postal card for sample copy of the *Weekly* and premium list to the *Weekly Pioneer Press*, St. Paul, Minn.

As Judge Lurton of Tennessee was once going through Texas he met an old Texan, who described at length the people that had settled in his neighborhood, a large number of them having come from Kentucky. "And there's them Kaintuckians," said he. "They're the speakin'est people I ever see in my life, fer a fact. Why, whenever we hev a shootin'-match, a camp meetin', a weddin', er a fun'ral, you kin jest bet that them Kaintuckians will be thar, and afore you knows it they'll be a offerin' resolutions and a-makin' speeches tell you cain't rest. To tell the truth, jedge, they cain't cut a watermelon without a speech."—*"Fun on the Stump," in October Century.*

It is impossible to conceive of Huxley as a mercenary, as taking pay for anything in which his heart was not, as upholding an opinion in which he did not believe. His sincerity was often tested. He came into active life at a time when science was very far from having achieved that position of independence which it has since won; and won in a very considerable degree by Huxley's help. What he did was to break down the ecclesiastical barrier between human reason and the exercise of it on some of those great questions which most nearly concern the human race. I do not mean that he alone did it, but that he was, on the whole, the foremost figure in that momentous struggle.—*Geo. W. Smalley, in October Scribner's.*

A Chicago lady, formerly of Cedar Rapids, is the *Midland Monthly's* October type of Midland beauty. The inside workings of The Associated

Press, illustrated by the famous artist, Carpenter; the Rhine Journey, by the editor, with thirteen pictures; "Lincoln as a Lawyer," with Robert T. Lincoln's favorite picture of his father; a vivid picture of the battle of Allatoona, and four good stories, are announced as leading attractions in the October *Midland Monthly*, Des Moines.

At the rate at which the public lands of the west have been absorbed for speculative purposes by capitalized corporations, the next generation will see the great central west barred against the tide of homeseekers which marked and glorified the history of the past generation. It is time to call a halt before the available area of the public domain shall have been absorbed by speculative capital and closed against that great class for whose benefit as homesteads it was primarily set apart. The man who owns his homestead has a pecuniary as well as a sentimental interest in the conduct and stability of the government that protects him in his right to that home. There is no condition so conducive to loyalty, to law, and to public order as the ownership of the home. The security, the permanency and the efficacy of popular government have no more earnest champion than the man over whom the flag of his country waves as a symbol and guarantee to him of protection in his home.—*Hon. Edmund G. Ross in North American Review for October.*

Men cannot be made honest by legislation, but such restrictions can be placed upon their actions, and they can be put under such supervision while acting in a fiduciary capacity, as to make it difficult to do much injury before discovery. This is as much as we can hope to do under present conditions. Many of the laws governing the acts of financial agents are loosely drawn. Even Section 5509 of the Revised Statutes is so drawn that shrewd and unprincipled men have taken advantage of it and escaped punishment. Several attempts have been made to have this section amended, but without success. The rules and regulations governing the actions of both officers and employes of financial institutions should be

very plain and positive, and should be enforced with military exactness. There should be no division of responsibility, and each man should be held to a strict accountability. Beyond all these rules and safeguards must be a higher idea, the idea that high character should stand first, that any wealth obtained through other than strictly honorable means is nothing less than robbery and is a disgrace. Inculcate these ideas in the minds of the young and growing generation, and our "era of fraud and embezzlement" will pass away. *A. R. Barrett, in October Arena.*

One would scarcely expect the story of the making of a pair of equestrian statues of Lincoln and Grant to be as interesting as a piece of fiction; but this it truly proves to be in *McClure's Magazine* for October, where Mr. Cleveland Moffett describes the long and patient labors of the artists O'Donovan and Eakins, first in the collection and study of documents and the discovery of suitable living models for horse and rider, and then in the actual modeling of the life-size statues lately completed by them for the Brooklyn memorial arch. Mr. James R. Gilmore ("Edmund Kirke") tells how the office of the *New York Tribune* was armed against the mob that assailed it at the time of the New York draft riots. It is a dramatic history and written from personal experience; for Mr. Gilmore himself procured the arms and conveyed them into *The Tribune* office. The quality of personal experience gives special value also to a paper by Theodore Roosevelt, President of the New York Police Board, on the closing of the New York saloons on Sunday, and to a story of riding over an earthquake in a locomotive, by an engineer, Cy Warman. So much for the matter-of-fact side of this number of *McClure's*. It is no less notable on the imaginative side, including new stories by Anthony Hope, Robert Louis Stevenson, Ian MacClaren and Stanley J. Weyman, and a poem by Mrs. T. Huxley.

The next year he (Lowell) was called to the service of the country whose foundation he had been celebrating in song. He was sent in 1877 as American minister to Spain, where another man of letters, Washington Irving, had preceded him half a century before. In 1880 he was transferred from Madrid to London. No American minister ever made himself more welcome among a foreign people than Lowell was among the British. And his popularity was not due to any attempt to please their prejudices; Lowell never gave up any of his Americanism—rather on occasion did he affirm it. Nowhere more plainly than in England was Lowell's Americanism seen to be ingrained. With him patriotism was almost a passion. In sending him

to Great Britain the United States put its best foot forward, and our kin across the sea were quick to understand the opportunity offered to them; and by their request Lowell delivered in England many public addresses—formal orations some of them, while others were but off-handed speeches after dinner. But whatever the occasion, Lowell was equal to it.—*Brander Matthews, in October St. Nicholas.*

Rudyard Kipling makes his last appearance as a teller of Jungle Stories in *The Cosmopolitan* for October. "Mowgli Leaves the Jungle Forever," and the curtain is drawn over one of the most charming conceits in literature. In the same number in which Mowgli makes his final adieux, appears for the first time before an American audience, the now-famed Richard La Gallienne in a plea for religion under the title of "The Greatness of Man." A very important paper on "State Universities" is contributed to this number by Professor Ely. And among the story tellers are Hopkinson Smith and Boyesen. No more beautiful work has ever appeared in any magazine than the marvelous illustrations of Cabrinety used as a frontispiece and accompanying the prose poem by Mrs. Cardozo. Drake—who is said to be Kipling's favorite artist for his Jungle Stories—Carter Beard, Osterlind, Denman and Kemble, are among those who contribute a wealth of illustration to this number. *The Cosmopolitan* announces that it will begin the publication in January of *The Agriculturists Illustrated Magazine*, to be fully equal to *The Cosmopolitan*, but containing from sixteen to twenty pages of the ablest agricultural writers of the world, upon subjects of importance to the agriculturist, horticulturist and stock-growing interests.

The merit system has now for so long been an established part of the civil service system of Great Britain and India, and people there are so accustomed to see it in operation, that they seldom realize that there was a time when the civil service was largely filled by a set of incompetent barnacles, who had managed to get themselves squeezed in by an abuse of patronage, and who, once in, held on with a deadly grip resembling that of the old man of the sea on the unfortunate Sinbad, and who regarded the civil service as the old man of the sea did his victim, as their legitimate prey. It is now just forty years since Dickens took part in one of the mass meetings held in Drury Lane Theatre for the purpose of forcing on the Government the consideration of administration reform, and followed it up in the same year by publishing the first number of "Little Dorrit," in which he so scathingly caricatured the civil service of his day. But while England has long since taken the lessons of her caricaturist to heart, some of the Australian colonies, particularly New South Wales, stand in as urgent need of reform, so far as the civil service is concerned, as England did when "Little Dorrit" was born.—*Proc. R. Meggy, in October Review of Reviews.*



Fraternal Insurance Construed — Corporate Powers—Right to Conduct Endowment Insurance.

1. Where the statute (How. St. c. 118) authorizes not less than five persons to incorporate to secure to the family or heirs of a member on his death a certain sum of money by assessment on the members, or to secure in the same manner a certain sum, weekly or monthly, to a member disabled by sickness or otherwise, *held*, that a fraternal beneficiary association organized under such act was not authorized to conduct an "endowment insurance" business.

2. The law (acts 1893) defines fraternal beneficiary associations, and provides who may be beneficiaries, and how such associations may be organized. Provides further, (sec 3) that all such associations, organized under the laws of and now doing business in the state, shall be considered duly organized, and may continue such business," provided they comply with the requirements of the act as to annual reports, etc. *Held*, that such act does not authorize a fraternal beneficiary association organized under Laws 1869, act 104, which has been unlawfully conducting the business of "endowment insurance," to continue to do business by complying with the requirements as to reports, etc.

Walker vs. Giddings, Mich. S. C., Dec. 22, 1894

Note: This case came up on a writ of mandamus to compel the insurance commissioner of Michigan to issue to petitioner a certificate of authority to do business. The writ was denied.

Fraternal Association—Validity of Rules—Subscribing to—Excluding Recourse to Courts.

1. A rule of a fraternal association, to which members subscribe on being admitted, providing that the executive committee shall have power to pass on all death claims and that its decision after a hearing shall be binding on the claimant unless an appeal is taken to the highest council of the order, and that the decision on appeal shall be

final, and that no suit in law or in equity shall be commenced by any member or beneficiary against such council, is not invalid as against public policy.

Filmore vs. Great Camp of Knights of Macabees et al. Mich. S. C., Jan. 4, 1895.

Beneficiary—Estoppel—Assessments—Gratuitous Payment—Equities.

1. If sound equities exist in favor of the original beneficiary of the insurance certificate, the insured is estopped to substitute a second beneficiary, whose status is purely that of a volunteer.

2. In the absence of contract, payment of assessments by the beneficiary is gratuitous, and creates no equities in his favor available against one afterwards substituted as beneficiary.

3. Where, by the rules of the association, the insured has a right to make a substitution of beneficiaries on surrendering the original certificate, equity will not allow a beneficiary who has possession of the certificate, and refuses to surrender it, with intent to prevent such substitution, to profit by her own wrong in preventing a compliance with the rules.

Jory vs. Supreme Council. American Legion of Honor, et al. Cal. S. C., Dec. 7, 1894.

Railway Service—Railroad Passenger—Right to Stop Over—Illegal Rules of Company—Effect.

1. Under the Civil Code, Sec. 490, which empowers the purchaser of a railroad ticket to ride from the station at which the ticket was bought to the station of destination, "and from any intermediate station to the station of destination," at any time within six months after the purchase of the ticket.

Held, That the right of a passenger to stop at any intermediate station, and resume his journey, is not affected by the fact that the ticket bought by him gave him the choice of two different routes, and he selected the longer route.

2. A passenger need not take notice of a rule of a railroad company which contravenes a law of the land. So far as the law fixes the terms of the contract, (the ticket being the token or voucher,) it cannot be varied by rules of the company, known or unknown, unless assented to by the passenger.

Robinson vs. Southern Pacific Ry. Co., Calif. S. C.; Jan. 5, 1895.

Carrier—Failure to Buy Ticket—Extra Fare.

1. Where it appeared that the defendant railway company had a ticket office open, which was both convenient and accessible, with a person therein authorized to sell tickets, and that a proposed passenger, who was on his way to purchase a ticket, and that he stopped, and without even approaching the ticket office, or making any further effort to obtain a ticket, boarded the train without one, he was not relieved from liability to pay the excess fare authorized under Chapter 139, Laws of 1886, which was then in existence. Judgment for plaintiff reversed.

Union Pacific Railway Co. vs. Wolf, Kansas S. C.; Jan. 5, 1895.

Liability of Carrier—Ejection of Passenger—Mistake of Conductor.

The plaintiff in this action was awarded a judgment for an alleged unlawful ejection. On appeal the court

Held, (affirming) That where the proper official of a railroad company fails to inform a conductor of a change in its rules and regulations as to the sale of tickets, and the stoppage of its trains, and such conductor, acting through want of the necessary information, wrongfully refuses to carry a passenger to his destination, and ejects him from the train, the carrier is liable to such passenger, for damages sustained by reason of the wrong committed.

Sheets vs. Ohio River Ry. Co., West Va., S. C., Dec. 17, 1894.

Injury to Person Riding on a Pass—Conditions Restricting Liability—Illegality of Issue of Pass—Effect.

1. In an action against a railway company for personal injuries received by plaintiff while riding on a free pass, plaintiff is estopped to assert that the pass was void, being issued to him as a public officer, in violation of the law.

2. A person receiving a free pass on a railroad is bound by the conditions printed thereon in regard to personal injuries due to the carrier's negligence.

3. That fact that plaintiff was unaware of the conditions pointed out on the back of the pass, is immaterial.

Muldoon vs. Seattle, etc., Ry. Co., Wash. S. C., Dec. 7, 1894.

Proofs of Death—Constitution—Membership—Evidence as to Death of Insured.

1. When the constitution and by-laws of a Mutual Benefit Association do not require the beneficiary to make proofs of death of a member, the failure of a subordinate branch to make a report of the cause of death of a member, as required by the constitution and by laws, does not affect the right of beneficiary to recover.

2. Provisions in the by-laws that a person obtaining membership by false statements as to his age shall be expelled, and forfeit all benefits, relate to proceedings which may be taken during his lifetime, and do not prevent the beneficiary from recovering after his death.

3. Where a member left his home, with soap and towel, stating that he intended to bathe in the lake near by, but he never returned. His clothing and money were found on the shore, and there were foot prints leading to the water's edge. The lake was regarded as dangerous at that point. *Held*, such facts to be sufficient to warrant a verdict that the member was dead.

Supreme Council, etc., vs. Boyle, Ind. App. C., June 30, 1894.

Assumption of Risks—Question for Jury.

1. In a cold climate, railroad employees assume the risk incident to the accumulation of snow and ice on the track.

2. Whether a railroad company used ordinary care in relation to employees in the removal of snow and ice from their yard is for the jury.

Lawson vs. Truesdale, Minn. S. C., April 5, 1895.

Carrier—Season Ticket—Waiver.

1. In an action to recover a fare, the schedule of trains is admissible to show that plaintiff could not ride on such train on his season ticket.

2. One who, having a season ticket, takes a train in the mistaken belief that his ticket was good for such train, cannot ride to the first station without paying fare.

3. The fact that a conductor allows a season ticket holder to ride on a certain train on such ticket without authority, is not a waiver by the company of its rights to demand fare when the ticket is presented for a ride on such train at another time.

N. Y. & N. E. Ry. Co. vs. Feeley, Mass. S. J. C. April 12, 1895.

Mutual Benefit Insurance—Non-payment of Assessment—Notice—Forfeiture Waived.

1. In an action on a life insurance certificate on an issue as to whether a certain notice was sent to assured by the company, the secretary testified that it was customary to send the notice with another communication sent assured. Plaintiff, wife of assured, testified that it was customary for her to receive all insurance papers sent assured, but that she never received the particular notice. *Held*, That a finding that the notice was not sent would not be disturbed.

2. Where the failure of such insurance association to send to assured a certain notice waives the forfeiture of a certificate for non-payment of an assessment, the fact that the failure to send the notice was due to a mistake of an employe is not material.

3. A finding that an insurance association by a certain act waived a condition in certificate, excludes the presumption that the act was unintentional. Judgment for plaintiff affirmed.

Mills vs. Home Ben. Life Ass'n, Calif. S. C., Dec. 26, 1894.

Mutual Accident Insurance—Disability—Question for the Jury.

1. In an action on a policy, where the association set up a contract to accept a weekly payment for a certain number of weeks in discharge of the claim, parol evidence is admissible to show that plaintiff could not read or write, and placed his mark on the proofs without knowledge that they contained such contract, and that he afterwards refused to sign a receipt in full when the sum of such weekly payments was paid to him.

2. It is for the jury to determine whether a total loss of three fingers and a part of another on the same hand, destruction of the joint of the thumb, and a cutting of the hand, is a loss of the hand, "causing immediate, continuous and total disability," within the meaning of that clause in the policy, and the jury having found that such loss of the hand was entire, such finding will not be disturbed.

Lord vs. American Mut. Acc. Assn., Wisc. S. C., Dec. 11, 1894.

Injury to Conductor—Defective Road—Knowledge.

1. In an action by a conductor against a railroad company for injuries, it will not be presumed, as a matter of law, that a conductor on a

train has acquired, from running over the route, knowledge of defects in the road-bed, consisting of broken ties and lack of ballast.

2. In such action, in order to recover, it is not necessary to allege that the injuries were not caused by the negligence of a fellow servant.

Louisville, Etc., Ry. Co. vs. Miller, Ind. S. C. April 3, 1895.

Note: The *Employer's Liability Act* of 1893, for Indiana, is now in force and a large number of suits have been filed under it. The law seeks to make a co employe liable as a vice principal where injury occurs without negligence on the part of the company. The first case tried under the law resulted in a \$5,000 verdict for plaintiff, as damages from the Pennsylvania Company. The suit was based upon the incompetency of the company's servant, whose negligence occasioned the injury to plaintiff without any fault of his.

This new statute bids fair to be prolific in suits against employers for damages, as the old doctrine of fellow servant risk is eliminated.

The old landmarks of the Pilgrim fathers are fast disappearing to make way for modern ideas of architecture. There are very few of the old homesteads preserved in their quaintness and original furnishings. The straight-backed chairs have found their way into the hands of dealers in antique furniture and oddities or have been divided among relatives and scattered to the four corners of the earth.

Another century will find a different class of heirlooms. Most people will have a World's Fair souvenir, just as we of today have our Revolution flintlocks and straight-backed chairs.

The World's Fair Souvenir spoons offered in our advertising columns are the daintiest, most compact and lasting reminder one can have of the great fair.

We wish to call the especial attention of all our readers to the splendid clubbing offer made on another page. By virtue of an especially favorable arrangement we are enabled to offer both THE CONDUCTOR and *McClure's Magazine* for 1896 at the very low rate of \$1.60, invariably in advance. All are thoroughly acquainted with the merits of *McClure's Magazine* and will recognize at once the true value of this offer. It affords an excellent opportunity for the members to work up clubs and extend the circulation of THE CONDUCTOR, and we hope that all who possibly can will take advantage of it.

MENTIONS

IT WAS AN HEROIC DEED.

Not a few instances are on record which go to show that in the ranks of railroad men heroes stand. The pages of history are emblazoned with the deeds of intrepid and gallant men who have upon crimson fields of battle picked up the deadly shell with the sputtering fuse burnt almost to its base and hurled the deadly thing where it might harmlessly spend its fury. Yet there are men in the railway service today who in heroism are the peers of those who handle the murderous shell, inhale the cannon's smoke and in whose ears whistle the ominous music of the shrieking bomb. An incident which happened here at home illustrative of this came to light a few days ago. The hero was only a brakeman, but he was a hero all the same.

Some weeks ago train No. 17 on the Rio Grande Western pitched over Soldier's Summit coming west—nothing unusual in that. It was a heavy train, the grade is a four per cent. all the way to the foot of the mountain, and the entire crew, fore and aft, were all at their respective posts, while wheels were heating and a train of sparks was ground off from the brakeshoes—nothing unusual in that, either. The train was nearly half way down the mountain, when the hind man, Brakeman Mike Griffin, sees a wreath of fire crawl up and lick the bottom of a car near the head end. Through long service he readily divines the cause and the danger attending. An oil car had taken the flame from a tiny rivulet of dripping oil upon the red hot brakeshoe. Destruction, if not death, had come upon the valuable and heavy-laden train.

To think was to act. A signal to the head man and thence to the engineer stops the train. Buckets of water are thrown upon the flame, but it is only adding fuel to the flame. Something must be done, and done quickly. A little way below is the Midway safety switch, and the train is quickly cut with a view of making a "drop" of the now deadly car. Passenger train No. 2 is also there on the siding close by, and an explosion would be fatal to that as well. The moment is critical one. When all is ready for the

ridden in and the brake set; otherwise it will roll back again down the steep incline.

Conductor Pierce volunteers to ride it in. Brakeman Mike Griffin is heard to say: "You are a man with a family and would be missed; here goes!" He mounted the burning car, kicked off the brake to ride it in to safety or to eternity—which? All evidence leaned to the latter, as the flames had communicated to the naphtha within the tanks, and they were belching forth a roar betokening but short imprisonment. The nervy brakeman staid by it and set the brake. Having so done, he lost no time in fleeing from the vicinity, and none too soon, for in a few moments the burning oil "went up" with a terrific roar and portions of the car went with it for hundreds of feet.

Griffin by taking his life in his hands saved the lives and limbs of the occupants of the passenger train, who remained equally in ignorance of their danger and their preserver.

The management of the Rio Grande Western, however, took cognizance of the incident and presented both Conductor Pierce and Brakeman Griffin with a substantial recognition of the signal service they had rendered and also made the boys feel happy by words of praise and commendation.—*Salt Lake Herald.*

Brother M. Boyle, of Division 293, had the misfortune to lose his pocket book on the 14th of last September. He is afraid it was stolen by some designing person, as it contained at the time his receipts and old cards, together with passes issued by the C. & N. W. R. R. The Brothers will please make note of this and be on their guard against the man who either found or stole these documents.

Brother S. M. Henderson, of Division 83, has concluded to go out of the railroad work and take up stock raising at Enterprise, Oregon. He commences the new life under the most favorable auspices, and all will hope that success may attend him.

Will Brother Major Campbell, or any one knowing of his whereabouts, please communicate with the secretary of Division 249.

.

During the past month new Divisions have been instituted by Brother C. H. Wilkins, A. G. C., at Streator, Ill., Rutland, Vi., and Union Hill, N. J. All of these bodies start out with a good membership of energetic workers and will be favorably heard from in the near future.

.

We are in receipt of printed copies of the union meeting held at Ft. Worth on August 15, 16 and 17, and if any of the Divisions or members would like copies they can procure them of D. O. Foreman, Box 290, Ft. Worth, Tex., at 10c. each or three copies for 25c. The good effects of this meeting are being felt throughout the state and we trust that lasting benefit will result from it.

.

A circular issued by Receiver Sherwood, of the St. Louis, Kansas City and Colorado Railroad, announces the appointment as Manager, Auditor and Treasurer of Brother W. M. Mitchell, of Division 245. Brother Mitchell is unquestionably competent to creditably and satisfactorily perform these duties, and we are most highly pleased to note his preferment.

.

Brother Q. A. Cross, of Division 261, who has been running a train in Mexico for the last fourteen years, has concluded that the United States is a good enough home for him. He may now be found on the old home farm near Bellamy, Mo., where the Brothers will be sure of a warm welcome in case they wander his way. May peace and prosperity be his portion under the new conditions.

.

Benevolent Division No. 17, of St. Joseph, Mo., held a union meeting Thursday, September 26th, having invited the Divisions of Kansas, Nebraska, Iowa and Missouri to meet their Grand President, Mrs. J. H. Moore, of Toledo, O., and Grand Vice President, Mrs. O. M. Marshall, of Galesburg, Ill. The visiting members were: Mrs. I. S. Ruby, Mrs. Jennie Baker, Mrs. I. E. Kimball, Kansas City; Mrs. C. W. Fletcher, Horton, Kan.; Mrs. Florence Hoyle, Mrs. Bell Stockton, Topeka; Mrs. V. S. Stone, Mrs. J. B. French, Mrs. C. W. Howard, Mrs. D. P. Bacon, Mrs. E. E. Williams, Mrs. S. Ryan, Mrs. J. C. Kimmons, St. Louis; Mrs. H. K. Wheat, Mrs. R. Reily, Mrs. C. H. Taylor, Mrs. J. A. Adams, Wymore, Neb.; Mrs. T. C. Welch, Mrs. F. C. Manning, Mrs. C. McMillan, Mrs. E. Stotts, Mrs. C. H. Lewis, Perry, Ia.; Mrs. Mattie Simpson, Argentine, Kan. The day

was an ideal one for such a meeting, having rained the night before just enough to settle the dust nicely. The morning was spent by the Grand President instructing members in the new ritual and secret work preparatory for the afternoon session. All were delighted with Sisters Moore and Marshall, and think they occupy the right places in the right way. They were also pleased with the new work and know it will give more interest to their meeting and hope the membership will increase accordingly. From 12 till 2 p. m. the visitors were banqueted at the Bacon House by Division 17.

Mrs. E. N. Foote, President of Division 17, opened the afternoon session at 2:30 with the following address: "In behalf of the officers and members of Division 17, I welcome you all to our midst. I can freely address you, not only as friends, but as Sisters, for have we not in organizing this society created for ourselves a sisterhood full of friendship and sisterly love, binding ourselves closer together each year by the work we are accomplishing, or trying to accomplish, in alleviating the sufferings of our unfortunate Brothers and Sisters upon whom the clouds of adversity or bereavement have fallen so heavily. I say, my Sisters—fellow workers in this great and good work—what could be more elevating to the soul, more broadening to the mind, giving sweet satisfaction and joy to the heart of woman, than this joining together of hearts and hands in an unselfish work where only the purest motives exist. Sisters, let us

'Follow with reverent step, the good example
Of Him, whose holy life was doing good,
So shall the wide earth be our Father's temple,
Each loving life a song of gratitude.'

She then introduced Sisters Moore and Marshall to the ladies and each responded with a short but very appropriate speech of encouragement and advice. Sister Moore then took the chair of President and began the new work. It was a school of instruction and inquiry, and many questions were asked and all answered in the most pleasant and satisfactory manner. All were thoroughly satisfied with the meeting and pronounced it a complete success.

.

In this day of partisan politics a truly independent paper has been thought to be among the impossibilities but the *Chicago Times-Herald* is approaching very near the ideal. It is fearless and outspoken in its editorial utterances and its vigorous fight for better men and cleaner politics is already being felt. As a newspaper the *Times-Herald* is deservedly ranked with the very first and those of our readers who wish to keep posted on all the news of the world will find the *Times-Herald* covers just that field.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Oct. 1, 1895; Expires Nov. 30, 1895.

Assessment No. 301 is for death of J. H. Crowninshield, Sept. 14, 1895.

BENEFITS PAID FROM AUG. 21 TO SEPT. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T.
902	H. F. Fanning	Accident	55	305	A	Death	\$1,000
903	H. E. Jones	Bright's disease	217	2555	A	Death	1,000
904	Chas. Phillips	Over exertion	42	1738	C	Death	3,000
905	Ed. Harrington	Apoplexy	282	1798	B	Death	2,000
906	H. P. Emmons	Loss of right hand	43	1578	C	Dis.	3,000
907	D. W. Miller	R. R. Accident	44	4874	C	Death	3,000
908	Timothy Rock	R. R. Accident	14	5053	C	Death	3,000
909	C. Bowers	Pleurisy	143	63	B	Death	2,000
910	Geo. A. Marmion	Laryngeal Phts	76	4117	A	Death	1,000
911	F. M. Slough	Consumption	256	2408	C	Death	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,172; Series B, 2,939; Series C, 4,580; Series D, 368; Series E, 71. Amount of assessment No. 301, \$26,617; total number of members, 13,173.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Aug. 31, 1895.....	\$2,067,649 90
Received on Expense Assessments to Aug. 31, 1895.....	50,728 30
Received on Applications, etc., to Aug. 31, 1895.....	31,218 56
	\$2,149,596 76
Total amount of benefits paid to Aug. 31, 1895.....	\$2,033,867 00
Total amount of expenses paid to Aug. 31, 1895.....	72,048 11
Insurance cash on hand Aug. 31, 1895.....	43,681.65
	\$2,149,596 76

EXPENSES PAID DURING AUGUST.

Postage, \$260.00 Incidental, (including rent for one year) \$437.75; Salaries, \$381.67; Fees returned, \$4.00; Assessments returned, \$8.00; Stationery and Printing, \$41.75; Exp. Ins. Com., \$162.94; Total, \$1,296.11.

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month and sometimes several months.

Received on Assessment No. 298 to Sept. 20,.....	\$25,328 00
Received on Assessment No. 299 to Sept. 20,.....	13,202 00
Received on Assessment No. 300 to Sept. 20,.....	4,081 00
Received on Assessment No. 301 to Sept. 20,.....	1,226 00

M. CLANCY, Secretary.



Smith.

A double bereavement recently came to Brother Salem Smith, of Union Division No. 13, in the death of his daughter and daughter-in-law, who passed away within a short time of each other. At a subsequent meeting of the Division a committee was appointed to draft a letter condoling with Brother Smith in his great loss and pointing him to the Father above, who is ever ready to lighten the burdens of the sorrowing.

Collins.

The home of Brother John Collins, of Hollingsworth Division, rests under the shadow of the greatest sorrow that can come into the life of man. A few short weeks since that home was made glad by the advent of a son, his first born, and his life was filled with happiness. But the shadows fell. The mother sickened with some latent trouble which the child inherited. Together they fought the great fight, together they died, and today one mound marks the spot where rest the treasures of this unfortunate Brother's life. That time may lighten this darkening sorrow and bring strength to bear up under so sore an affliction will be the sincere wish of all.

Hakinson.

On Wednesday, August 28, 1895, Brother Ole Hakinson, of Duluth Division 336, died at Ogden, Utah. Brother Hakinson had been affected with lung trouble for some years and was at that time in Colorado and Utah in hopes of being relieved from that terrible disease, and prolonging what we most cherish—life. The members of his Division are glad to know he died among friends, i. e., Brothers of Wasatch Division 174, and wish to thank them through THE CONDUCTOR for the part they took in giving him burial. Brother Hakinson carried a policy in the M. B. Dept for \$1,000, which will go far toward providing the necessities of life to a sister to whom it is payable.

Rennie.

Brother Robert Rennie, J. C. of Division 201, was killed September 1 in the performance of his duty by his train parting and running together at Lowellville, O. The funeral was held the following Tuesday at Moravia, Pa., under the auspices of the O. R. C. and K. of P. Brother Rennie was an earnest, active member of the Order and stood high in the estimation of all who knew him. The deepest sympathy of our entire membership goes out to his heartbroken young wife and little boy.

Arter.

George, son of Brother John L. Arter, of Division 187, died at the family home in Sunbury, Pa., on the 18th of August last.

Ashmead.

The ranks of Division 126 were recently broken by the death of Brother A. J. Ashmead, one of its most loyal members. Deceased was popular wherever known and his death brought sincere sorrow to an unusually wide circle of friends and acquaintances. The members of his Division extend their sym-

pathy to the already motherless children and in this they will be joined by the members of the Order everywhere. They also wish to return their thanks to the officers and members of Palestine Division No. 77 for their kindly and Brotherly efforts to make Brother Ashmead's stay among them pleasant and to alleviate the anguish of his sick bed, and to Rev. Stewart, of that city, for the many favors he extended our deceased Brother.

Langworthy.

Brother J. Langworthy, of Division 86, died at his home in Green Bay, Wis., on the 7th of September last. As many of the Brothers will remember, deceased met with an accident last June which resulted in a broken leg and other more serious injuries, from the effects of which he never recovered. A mother, sister and brother are left to mourn his loss, and to them will be extended the heartfelt condolences of all the Order.

Sewell.

Jessie Marion, the three year old daughter of Brother and Mrs. O. M. Sewell, died at the home of her grandfather, Mr. O. P. Williams, in Nashville, Tenn., on the morning of August 31 last, after an illness of only three days. Little Jessie was the pride of her parents' hearts and the sunshine of a happy home. Her death was indeed a heavy blow to these loving parents and all will hope that aid may be given to them from the source of all earthly solace to bear up under it.

Ancker.

Mrs. Anna Walton, beloved wife of Brother J. P. Ancker, Secretary of Division 170, died at their home in Mount Holly, N. J., on the morning of September 15, last. The day before she went to Philadelphia with her husband. Feeling in excellent health, she determined to walk to the wharf but had not gone far when she began to complain of weakness. Shortly after entering the waiting room she was stricken with paralysis and had only time to speak a few words with her husband before becoming unconscious. Death ensued a few hours after their return home. Brother Ancker will have the sympathy not only of all the Order but of a wide circle of personal friends in his hour of sorrow.

Jones.

For the first time since the organization of Division 217, a member has been taken from its ranks by death. The victim of the destroying angel was Brother A. T. Jones, one of the most zealous and popular members of that Division. In his death the Brothers feel, both as members of the Order and as individuals, they have met with a loss that cannot be easily replaced. They join in extending to the sorrowing relatives their heartfelt sympathy in their hour of supreme grief, hoping that grace may be given them from on high to bear up under this, the greatest of life's many burdens.

Clampitt.

At a recent meeting of Crewe Division No. 349 resolutions were adopted expressing the sorrow of the members at the death of Brother H. G. Clampitt, and conveying to the bereaved wife and family their heartfelt condolences.

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THE RAILWAY CONDUCTOR.

VOL. XII.

CEDAR RAPIDS, IOWA, NOVEMBER, 1895.

NO. 11.



CONTRIBUTED.

A VALUABLE REPORT.

BY W. P. BORLAND.

The eighth biennial report of the Illinois Bureau of Labor Statistics, advance sheets of which I have just received, is such a notable exception to the general run of such documents that it seems to deserve rather extended notice; in fact, Mr. Shilling has, in this report, performed a service of incalculable value, not only for the workingmen of his own state, but for those of the entire country, as well, and it is the duty of all who are engaged in the cause of labor to use their utmost efforts in giving the matter of the report the widest publicity. It is not often that one may speak in terms of exceptional praise of a state labor report. It too often happens that the governors of states appoint their labor commissioners with no other end in view than to reward some rank political partisan with office, and with very little regard for the real interests of that portion of the community which the commissioner is supposed to represent. Incompetents, men who have no true conception of the requirements of their position, even if possessed of the requisite ability to enable them to properly attend to those requirements, are thus too frequently inducted into this important office, and the interests of workingmen are thus wantonly sacrificed to the exigencies of party politics. It is inevitable that the reports of these political labor commissioners should be of very little value. They are always superficial, and impress one as the result of merely perfunctory effort to dispose of a disagreeable official duty with as little effort, and as wholesome a regard for the position of vested interests as may be. They are always vague and unsatisfactory in their treatment of

subjects; they make little or no effort to exhibit the causes of industrial mal-adjustment, and they utterly fail to touch the root of, or suggest remedies for, the conditions which they portray.

The first really notable exception to this class of reports is the ninth annual report of the Michigan Bureau, issued under the direction of the then Michigan labor commissioner—now the very efficient statistician of the Agricultural Department at Washington—Henry A. Robinson, in 1892. This ninth annual was followed in 1893 by the tenth annual, by the same author, and dealing with the same general subject, and up to the appearance of the Illinois report now under consideration, these two reports, taken together, stood as absolutely unique examples of the class of public documents to which they belong, and formed the only really notable exceptions—with the exception of a few really valuable Massachusetts reports—to the absolutely inconsequential character of the most pretentious labor reports.

Mr. Robinson dealt with the questions of monopoly and taxation, tracing their influence upon the welfare of workingmen, and showing the inevitable correlation of monopoly with the present tax system. He traced most of the evils of the present industrial regime to the existence of the land monopoly which is fostered and supported by our present tax laws, and he introduced illustrations of incontestable value showing the vast measure of relief which would accrue to workingmen through the introduction of the single tax on land values. His work was admirably performed, but, with a few notable exceptions, the illustrations upon which his conclusions are based are of

too general a character to sufficiently impress the average mind with the vast importance of the subject, and carry the weight which the intrinsic merit of the questions under consideration should have given them. This was undoubtedly due to the restricted local field in which Mr. Robinson worked. He was not able to procure reliable data to enable him to particularize sufficiently, and was thus restricted to general illustrations and conclusions to a very large extent.

The Illinois report deals with the same general subject, and presents the same general conclusions as the Michigan reports here referred to, and Mr. Schilling had the immense advantage of the very best local field in the entire country, comprising the city of Chicago and Cook county, from which to draw striking illustrations in support of his conclusions. His report is, therefore, a mass of particulars and details which makes it absolutely unique and invaluable among labor reports.

Taxation is denominated "the chief instrument of tyranny." Quoting from Prof. Ely's "Taxation in American States and Cities," the report says: "Taxation may create monopolies, or it may prevent them. it may diffuse wealth, or it may concentrate it; it may promote liberty and equality of rights, or it may tend to the establishment of tyranny and despotism; it may be used to bring about reforms, or it may be so laid as to aggravate existing grievances and foster dissension and hatred among classes; taxation may be so controlled by the skillful hand as to give free scope to every opportunity for the creation of wealth or for the advancement of all true interests of states and cities, or it may be so shaped by ignoramus as to place a dead weight on a community in the race for industrial supremacy."

"When common liberties are thus undermined," says the report, "the process in the beginning is apt to bear most heavily upon the laboring class. * * * They fall the easiest victims to taxes which burden consumption; they suffer most from under-assessments which discriminate in favor of large owners against the small; they first become dependent beggars for work under fiscal policies which, while obstructing enterprise, promote the forestalling of land. This class serves, too, as a barometer of the industrial decline which wrong systems of taxation cause. Business men fail, professional men struggle in vain for place, farmers work hard and die poor; but these seem like exceptional cases. No matter how numerous they may be, there are still enough examples of successful business men, of triumphant professional men, and of rich farmers, to account for failures on the score of

incompetency or bad luck. Not so with the laboring class. With that class, when opportunities for work diminish and wages fall, the condition is so universal as to infallibly indicate oppressive industrial changes.

Such are the considerations which have led this bureau to investigate and expose, in the interest of what is commonly distinguished as the laboring class, the liberty-destroying methods of taxation that prevail in Illinois."

There is one point which the reader should bear in mind in considering the few illustrations which I shall here present from this report, and that is, that the condition outlined is by no means peculiar to the city of Chicago, or even to the state of Illinois. The taxing system under which these evils have developed is practically universal throughout the United States, and the evils shown up by this report exist in every state in the union, differing only in degree of intensity from these under consideration, but not in kind. Given a Chicago in every state in the union, and it would be a small task to construct a counterpart of this Illinois report in every state in the union.

That is the condition which confronts the workingmen of the country—how are they going to deal with it?

The law requires personal property to be assessed at its fair cash value, and real property the same, "estimated at the price it would bring at a fair voluntary sale." Assessors are required to verify their returns under oath, and false swearing is perjury.

The first general fact of importance disclosed is, that according to the sworn statements of the assessors, real estate values in Chicago have declined nearly 50 per cent since 1873, being \$262,969,820 in 1873, and but \$123,745,832, according to the assessors' returns, in 1894. This assessment being subsequently increased by the State Board of Equalization to \$146,044,422, thus showing a decrease of \$116,925,398 coincidentally with an increase of 400 per cent in population, and an incalculably high percentage of improvements, according to the highest estimates. The situation as regards all property, both real and personal, is that the assessed valuation of the city in 1869 was \$266,920,000, while in 1894, twenty-five years later, it was but \$247,425,442, or an actual decrease of more than nineteen millions of dollars. In 1869 the population of Chicago was 250,000, and in 1893 it was 1,438,010. Taking up the subject of personal property taxation, it is shown that the aggregate of moneys of bankers, (other than national), brokers and stock jobbers, listed for taxation in 1894 was only \$43,925, and the net credits of the same class, which were listed for

taxation, only amounted to \$10,000. "The inference that these returns from Cook county are fraudulent," says the report, "is justified without further proof." However, proof is introduced in the form of an abstract of the state auditor's statement, "made to allay distrust at a time of financial excitement," and showing the condition of the Chicago state banks on June 5, 1893, about eleven months prior to the listing which revealed their poverty-stricken condition. This auditor's statement reveals the fact that the twenty-seven state banks situated in Chicago alone, to say nothing of all the banks, (except national) bankers, brokers and stock jobbers in Cook county together, had taxable moneys on hand on June 5, 1893, amounting to \$18,991,771.67, and taxable net credits amounting to \$1,058,105.25. Throwing these results into tabulated form, we get the following:

Taxable credits of twenty seven banks, June 5, 1893.....	\$1,058,105.25
Credits listed, May 1, 1894.....	10,000.00

Difference	\$1,048,105.25
Taxable moneys of twenty-seven banks, June 5, 1893.....	\$18,991,771.67
Moneys listed for taxation, May 1, 1894.....	43,925.00

Difference.....	\$18,947,846.67
-----------------	-----------------

Here it is shown that there were over one million dollars of net credits and nearly nineteen million dollars of taxable money in twenty-seven Chicago banks in June, and but ten thousand dollars in net credits and less than fifty thousand dollars of money listed for taxation from all the banks, (national excluded) bankers, brokers and stock jobbers in the whole of Cook county on the first of May following!

A suggestive comparison with other counties in the state is that Henderson county, with a population of but 9,876, listed \$65,220 of credits, and Brown county, with a population of but 11,951, listed \$68,495 of taxable moneys of this class.

"A striking instance, further suggestive of the evasion and favoritism already indicated, relates to the taxation of bank shares and the capital stock of banks. Under the law, the stockholders in every bank, state or national, located within this state, no matter where the stockholders themselves reside, should be assessed and taxed on the value of their shares. That the enforcement of this provision in Chicago is farcical is evident from the fact that the total value of Chicago bank shares listed for taxation as of May 1st, 1894, was very considerably less than *half a million dollars.*"

The value of shares of stock of all banks in Cook county is listed for taxation at \$357,353. on

May 1st, 1894, while commercial reports made in the month of March, 1895, show the average value of these shares to aggregate \$56,394,350. Tabulating this result we get:

Value of shares of stock of Chicago banks, as shown by commercial statements in March, 1895.....	\$56,394,350.00
Value of shares of stock, as listed for taxation on May 1st, 1894....	357,353.00

Difference.....	\$56,036,997.00
-----------------	-----------------

"The low assessment valuation of bank shares might be accounted for on the supposition that capital stock is taxed, which, to the extent that it was done, might be held to relieve the shares. But the undervaluations of capital stock also, are so great that such an explanation could only make a bad case worse."

Then follows a statement showing that the capital stock of thirty-six banks, eighteen state and eighteen national, which was valued by the assessors at \$6,256,050, and subsequently by the State Board of Equalization at \$7,744,903, was really \$46,891,000.

The next item shows that the residents of Cook county have but \$1,280 invested in the capital stock of companies not incorporated by the laws of Illinois, and that \$6,275 covers the total mortgage investment of Cook county residents in real estate and improvements.

Cook county has but 397 safes, valued at \$29.60 each; 643 steam engines and boilers, at \$204.91 each; only 7,597 watches and clocks, at \$3.78 each; 11,930 pianos, at \$28.39 each; and 5,232 sewing and knitting machines, at \$4.47 each only 154 billiard and pool tables, valued at \$22.00 each, are returned for the whole of Cook county, and the value of all the saloons and eating houses in the county is but \$13,483. A note on this last item says:

"There were 7,244 licenses for saloons issued in the city of Chicago during the first period of the year 1893, commencing May 1. If the assessed valuation of saloons and eating houses in Cook county were applied to saloons alone it would make the average value of the 7,244 saloons \$1.86 each."

"But the tax evasions here suggested are trifles in comparison with the frauds and perjuries already exposed in connection with the listing of moneys and credits, and with those as to the assessment of real estate which are yet to be described."

"The law peremptorily requires each tract or lot of real property to be valued at its fair cash value, estimated at the price it would bring at a fair voluntary sale.' It must be listed yearly to the owner, by himself, his agent, the county clerk, the assessor, or the county board, and be assessed

with reference to the amount owned on the first day of May, the owner becoming liable for taxes on that day. Assessors are directed, between May 1st and July 1st, annually, to 'actually view and determine, as nearly as practicable, the fair cash value of each tract or lot of land listed for taxation, and set down in proper columns in the book furnished him, the value of each tract or lot improved, the value of each tract or lot not improved, and the total value.' If he finds that any taxable real estate has not been listed he must list and assess it. And when the assessor makes his return he must verify it under oath, swearing that it 'contains a correct and full list of all the real property subject to taxation' in his jurisdiction, so far as he has been able to ascertain the same, 'and that the assessed value set down in the proper column opposite the several kinds and descriptions of property is, in each case, the fair cash value of such property,' to the best of his knowledge and belief, unless the assessment has been corrected by the town board, in which case he may add 'except as corrected by the town board.' False swearing is perjury."

As but one general illustration of methods an instance is given of a property which actually changed hands for a consideration of \$45,000, in 1893, which property, both before and after this transfer, actually appeared on the assessor's book at a valuation of \$270!

"A leading fact, though not the most important one, which is revealed by the Primary Tables, is the great discrepancy between assessment valuations and the cost of buildings. The cost of the buildings for which permits were issued between 1876 and 1893 appears to be very much greater than the assessment valuation of all the real estate—land and buildings together—for the year 1893."

The figures which correspond with this statement are as follows:

Value of buildings for which permits were issued for the eighteen years, 1876 to 1893 inclusive.....	\$418,144 602
Assessor's valuation of all real estate, 1893.....	123,745 832

Excess cost of buildings over assessor's valuation of all real estate... \$294,398,770

The cost of the new buildings which were erected during the three years from 1890 to 1892, inclusive, alone exceeded the assessor's valuation for both ground and buildings in the entire city, in 1893, by nearly three million dollars.

"So extreme was the undervaluations in 1893 that the assessors of the north, south and west divisions returned less than *one hundred and twenty-five million dollars* as the value of both

land and buildings. According to the building records, the cost of new buildings alone in the three divisions must have amounted, during the preceding eighteen years, to something more than *four hundred millions*. That is to say, leaving out entirely the value of the buildings erected prior to 1876 and still standing in 1893, and omitting land values altogether, the assessment valuation in 1893, of both land and improvements, was less than one third of the cost of the buildings for which permits were granted after the close of 1875."

Seventy of the choicest business properties of the city are next presented in detail. The building value of these seventy properties aggregates \$43,356,000; the buildings range in value from \$75,000 for the Bryan Block and Citizen's Bank Building, to \$3,500,000 for the Auditorium; and the list includes such structures as the twenty story Masonic Temple Building, the Monadnock, the Ashland, the Chamber of Commerce, Board of Trade, and Stock Exchange Buildings, Marshall Field's two blocks, the Leiter Building, Palmer House and Great Northern Hotel Building, none of which, save the Ashland Block, are valued at less than a million dollars. The ground value of these seventy properties aggregates \$57,147,500. The lowest ground value is \$145,000, for the Citizens' Bank Building, and the highest is \$4,500,000, for the Palmer House site. The Palmer House site is valued by the assessors at \$293,000, about six and one-half per cent of its real value; the \$300,000 site of the Ellsworth Building is valued at \$8,500, less than three per cent; the Calumet and Caxton buildings, value \$350,000 and \$400,000 respectively, are assessed at \$11,800 and \$12,800 respectively, or less than three and a half per cent in each case; the \$750,000 site of the Pullman Building is valued at \$36,800, a trifle less than five per cent, and the \$1,750,000 site of the Monadnock Building is valued at \$100,500, or less than six per cent. The very highest percentage of ground value returned by the assessors is 14.76, the \$150,000 site of the Brother Jonathan Building being assessed at \$22,000, and the average per cent of ground value returned for the seventy sites is 7.36. The figures are: Actual value of ground \$57,147,500; assessor's value, \$3,757,050. The building value of these seventy properties, an aggregate of \$43,356,000, is returned by the assessors at \$5,282,200, or 12.38 per cent of the whole, and the assessor's valuation of both ground and buildings—actual value \$100,503,500—is but \$9,039,250, or 9.67 per cent of the whole.

'It has been already noted that the assessment valuations of the buildings are an average of

12.38 per cent of their true value, while the assessment valuations of the sites average only 7.36 per cent of their true value. This suggests the first important lesson of these tables. If one person owned the buildings and another the sites, it would be plain that the site owner was taxed less than the builder. That one person owns both, makes no difference in the principle; land owning is still favored at the expense of building. And this is typical of the prevailing system."

"But the foregoing figures do not show the full measure of the discrimination. It is far greater, all things considered, than as 12.38 per cent is to 7.36 per cent. The site of any one of these seventy buildings grows in value every year, while the value of the building decreases. Buildings do not rise in value. Land does rise in value. * * * The rapid and constant growth of land values, particularly in the business section, is generally known. Publicity is continually given to land sales and leases at enormous advances in price. Yet assessments on such property are almost stationary at the absurdly low valuations tabulated above. Men who reap the greatest pecuniary benefits from community growth, who by virtue of their land ownership are able to absorb the lion's share of business prosperity, escape with the increase free, even from a proportionate share of taxation."

Absurdly low as these 1893 assessments are, the assessors declared under oath that seventeen of the principal properties enumerated were worth \$346,300 less in 1894 than they were in the previous year.

"Seventeen thousand dollars was deducted in 1894 from the 1893 assessment valuation of the Chamber of Commerce building, one of the new structures, the owners of which are said to realize a net profit of 30 per cent annually on the capital invested. The 1893 valuation of the property was only 9.78 per cent of its true value."

Thirty choice residence properties, ranging in value from \$20,000 to \$1,300,000 each, present evidence of even greater under valuation than the business properties mentioned. Their aggregate value is \$4,226,000, and their assessed value is but \$325,860, only 7.78 per cent. of the actual. A \$1,300,000 property is assessed at \$71,960; a \$90,000 property at \$3,600; a \$50,000 property at \$2,430, and so on.

"How can the fraudulent character of these valuations be doubted? Make all possible allowance for differences of opinion, and still assessors cannot explain the valuation of \$50,000 property at \$2,430; of \$90,000 property at \$3,600; of \$175,000 property at \$7,980; of \$1,300,000 property at \$71,960, and so on. And what explanation can the

owners make? They may say it is no part of their business to object to under valuations of their property; but they would not try to satisfy a merchant with such an explanation of purchases from his clerks at prices so monstrously out of proportion to real value. Why is their standard of honor and honesty so radically different when the issue is with the people instead of a merchant? and over a question of shirking taxes instead of purloining goods? This question is the dilemma of those owners who passively acquiesce in under valuations; those who actively promote them have a worse problem to deal with." Investigation shows that there is considerable discrimination in favor of the rich. The next table to attract observation "specifies every piece of residence property whether improved or unimproved, which came under the investigation of the bureau as having been actually sold in 1893 for \$4,000 or less. The true values stated in the table are the considerations expressed in the deeds."

These properties range in value from \$250 to \$4000 each, and the assessor's valuations range from 12 to 40 per cent. of true value, the average assessor's valuation for the entire lot being 15.9 of true value.

"Here the assessment valuations, instead of oscillating about 7 per cent of the true value, as with the homes of the rich, are an average of 15.9 per cent. of true value. That indicates that under a tax system ostensibly designed to tax every one alike, in proportion to the value of his property, and which is speciously advocated for its 'equality,' the homes of thrifty working men are taxed twice as much in proportion to their value as the homes of the rich."

The discrimination against improvements in favor of vacant land is glaring and unjustifiable. The relative amount of taxes paid by the land monopolizer and the land user in 1893 was:

On a \$1,000 vacant lot.....	\$ 5 70
On a \$1,000 house.....	19.95

An exhibit of a block containing 100 lots, which sold in 1853 for \$2,800 in the aggregate, is interesting. In 1893, according to considerations expressed in deeds of sales actually made, this property had increased in value to \$255,975, an increase of 9,042 per cent. during the forty years, or an average yearly increase of 226 per cent.

"And yet, so blind to these advances were West Town assessors between 1853 and 1893, that as late as 1870 the assessment valuation of this entire block was but \$6,000. In 1880 it was raised to \$12,000. After that it was not increased until 1890, when \$100 was added. At this time the true value was bounding upward at the rate of 226 per cent. per annum, but no further increase

of assessment was made until 1893, when a paltry \$280 was added.

Not satisfied with leaving to the vacant land owner the immense advantage that would accrue to him even if the existing tax system were enforced to the letter, the assessor systematically adds to that advantage. As the tables of this group demonstrate, the man who derives a monopoly profit of 226 per cent. per annum from forestalling land, is generally permitted to escape two-thirds of his share of taxation as compared with his neighbors on their houses.

Workingmen who cherish the natural desire of some day owning a home, should study the present system of taxation in the light of the history of this Chicago block. It is not an isolated instance, nor is the operation of the pernicious principle it exemplifies confined to Chicago. From it they may learn how our system of taxation enables land speculators to reap where they do not sow, and to make home building not merely difficult but impossible to the great majority of laborers. The question of unjust taxation is not alone one of unequal proportionate burdens, it especially and deeply touches the interests of that great and increasing army of men who, under a system which awards prizes to land monopolists and imposes penalties on land users, find the struggle for homes a fight against ever increasing odds." It is shown that "the custom of assessing improvements at a higher per centage than sites tends to force a higher proportionate tax upon cheap properties; even when they are apparently favored."

The general tendency of the system towards the centralization of land ownership is elaborately shown, the standard of computation taken being value instead of area. This departure from commonly accepted practice is justified as follows: "It is the value of holdings, not merely their area, that in periods of highly specialized industry like ours, indicates the extent of land monopoly."

However erroneous such a standard might be if applied to the whole country, it is certainly effective when applied to Chicago, and in somewhat lesser degree, perhaps, the results obtained are common to all large centers of population throughout the country. The evidence is interesting and convincing, but there is not space to review it here. The next exhibit is of ten acres of vacant land in the business center; the results, taken together with some land lightly improved, are significant.

"In 1894, \$927,080 of land value, and \$759,450 of improvement value are returned as the basis of taxation for all the property in the tables. At 2 per cent. both together would yield a revenue of but \$33,730. Now the land alone is doubtless worth

thirteen and one half times the assessment, or in round numbers, \$12,000,000, and at 2 per cent would yield a revenue of \$250,000, over seven times as much as the land and improvements together now yield. That would relieve labor from an immense burden of the taxation which it now bears. But better still, it would make it impossible to hold such desirable land out of use, and instead of ten acres of vacant land here, all would be improved and all devoted to industrial uses. Think of what that would mean to labor! Think of the original demand for labor in getting out building material, of the original demand for labor in constructing buildings, of the continuous demand for both kinds of labor in keeping buildings in repair on land that is now barren, of the continuous demand for labor in carrying on business there, and of the continuous demand for labor in general which all this activity would generate."

General results for the entire state—"Personal property in the state listed for taxation in 1873 amounted to \$287,292,809, against \$145,318,406 in 1893, a decrease of \$141,974,400. And this apparent decrease in property was in the face of an increase in population of over 50 per cent. In 1873 the valuation of personal property throughout the state was \$113.11 per capita, against only \$37.98 in 1893.

"Real property throughout the state in 1873 was assessed at a valuation of \$899,615,952, and in 1893 at \$614,239,040—a decrease of \$285,376,912, or 31.72 per cent. In 1873 the per capita valuation was \$354.19 and in 1893 it was \$160.53. *The assessment valuation had decreased in every county.*"

The fraudulent character of the assessments of railroad property is indicated by the fact that in 1873 the 407 miles of railroad in Cook county were assessed on lots and lands to the value of \$4,720,845, and in 1893 the 2,257 miles were assessed on a valuation of \$1,162,946, thus showing an actual decrease in value of real estate holdings amounting to more than three and one half million dollars, coincidentally with an increase of 1,850 miles in length of track, and an almost incalculable increase in improvements during twenty years. As to personal property the 2,257 miles of railway returned \$294,278 more personal property in 1893 than was returned by the 407 miles in 1873.

The fraudulent character of these railway assessments is so apparent as to require no comment. An examination of all other corporations with respect to their tax lists shows that they are similarly favored. The evils of such discriminations in taxation rest finally on the laboring classes. The system itself is inherently defective.

"Responsibility rests finally upon the system

—the general property tax, the law, the constitution itself is fundamentally at fault."

It becomes, then, the duty of workingmen, who are most vitally affected by the evils of the system, to change the law. On this point the report, after discussing the evils and proposed remedies, advocates the remedy of site value taxation—because it is practicable, scientific and natural, falls upon monopoly franchises, and is the bulwark of just property rights. "The site value system is the very one also of which John Stuart Mill wrote that it is really no tax at all, because it only takes from land owners for public use what they first take from the producers, and what producers must in any event pay."

The general economic effects of site value taxation are tersely and truly stated, and as a result of the "foregoing inquiry the following recommendations are respectfully submitted."

First—That state and local taxation be completely divorced by confining the source of state revenues to franchises.

Second—That there be a separation of improvement from site value in the tax returns. (A provision covering this is offered for insertion in the tax laws.)

Third—That boards of review be established, having general power to equalize and correct assessments in the interest of the community.

Fourth—That provision be made for maps and records of all taxable property, showing character of each piece of property, together with each year's valuations and date and consideration of recent transfers. Such records to be open for the inspection of the public at all reasonable hours.

Fifth—That the constitution of the state be so amended as to permit each political division of the state to adopt its own system of raising all taxes within its jurisdiction.

Sixth—That as soon as practicable site value taxation be substituted for state purposes. (A constitutional amendment is proposed covering the ground of this recommendation.)

These recommendations of the bureau would form an excellent political program for a labor party in Illinois, and with the arguments contained in this report to strengthen them labor men could make a campaign which would be simply irresistible. A brief review such as this cannot do full justice to this report; it must be read and studied to be fully appreciated.

MEASURING VALUES.

BY EDWARD J. SHRYVER.

The money question is scarcely of such universally absorbing interest as it was when Mr. Borland and I began our little discussion in your columns; but he has devoted so much space to me in your September number that I really feel as if I should do something toward answering him, if only in a spirit of reciprocity. Nor are our points of departure as widely divergent as they seemed at first to be; and this, perhaps, is characteristic of all discussion undertaken in a spirit of fairness and with mutual desire to arrive at the truth. We seem to agree on at least one point—and that, to my mind, is the point whose recognition is of most importance when considering this whole topic—that the commercial world, in this country and all others on an equal plane of civilization, does not use so-called "money" to an extent that is of any consequence, but does conduct its transactions by means of "money of account." Where we essentially differ at present, I make out to be, is as to the necessity of any standard in which to reckon this money of account, and as to whether the world, as a whole, has made a mistake in accepting gold as such a standard.

Now, in regard to the first of these two propo-

sitions, it may be that I am getting too old to learn, but even after reading Mr. Borland's article, I still cannot, for the life of me, conceive measurement without a standard; any more than I can conceive a science of mathematics in which two and two do not make four, although I have heard ingenious argument to prove that such a science might exist. Nor can I admit that it is any reason for rejecting a standard that it is only the nearest known approximation to exactness; still less for rejecting all standards, that an absolutely ideal one has never been discovered. And my ground for declining to accept this process of logic is that in all material nature there is no such thing as ideal exactness. As a friend pointed out to me not long ago, we know that there is such a thing as the abstract idea of a right angle; but no one has ever seen a perfectly true right angle, any more than anyone has ever seen a mathematical point, there being invariably some deviation, however slight. The simplest thing in geometry is a straight line, and yet a straight line has never been drawn, and an absolutely true circle is only an abstract conception of the intellect.

It seems to me that he is the wiser man who

frankly acknowledges this limitation of natural law, and works with such tools as are within his reach; steadily improving them to the best of his ability, but never rejecting them and attempting to dispense with all tools because they are not ideally perfect.

An illustration of the sort of error into which one may be led by attempting to be too exact may be seen in the rule laid down by Mr. Borland; where, starting with the hypothesis that 5 per cent of our exchanges are effected by the use of "cash money," he reasons out that "for every dollar of decrease in the volume of basic money twenty dollars of business must stop." As a matter of fact, the familiar estimate that five dollars of coin or bills are used to ninety-five dollars of cheques, was figured out when the use of the latter was very much less general than now, and the more common estimate now is that 3 per cent more nearly represents the average "cash" proportion, though in the reduction of this percentage it does not appear that any business has been compelled to stop. But, whatever the percentage, the estimate was never concerned with anything but the dealings over bank counters, which are in so many cases only settlements between merchants in running accounts of much greater magnitude, and took no cognizance whatever of the payments by mutual purchases and sales, in which no representative of money is used, although values are just as truly exchanged. If Mr. Borland will reflect on how much difference these exchanges would make in his calculations, I think he will agree with me that trying to chalk down definite rules for indeterminate things is something like trying to sail a ship without making allowance for a margin of error in the constant varying of the compasses.

Now, I was careful to say that the exact labor cost of gold, no more than of anything else, could not be determined by any attainable statistics. All that I claimed for it was that it had varied less than that of other articles of general production, so far as obtainable evidence goes; and while this must necessarily be a matter of opinion, it can scarcely be disputed that it is the opinion of most people, as indicated by its spontaneous selection as a basis of the measure of values. That such selection has been spontaneous, Mr. Borland will probably continue to dispute and will insist that coinage laws are its cause and not its effect—as I think they are; but he will hardly deny that the extent to which demand for gold is affected by coinage laws, is not a thing to be declared offhand, since the whole financial world has been trying unsuccessfully for a century to solve the problem. Just here I would

point out to him that the oft-cited statements as to the fluctuation in the value of gold, which I find him again quoting, are of absolutely no value; because they have invariably been arrived at by comparison with an average of the values of other articles, and not by comparison with a given amount of the product of labor—the only true test, as I have already I think, demonstrated. Perhaps I have conveyed too much assumption of absolute certainty in my use of the expression "we find" that the value of gold by that test has not appreciably changed (though I think it is an expression that will generally be accepted as conveying an opinion founded on a certain amount of evidence rather than a demonstrated fact) but I must say that all the evidence that I have ever been able to "find" points to that conclusion; and it seems to me that the almost universal acceptance of gold standards, not so much by law as by trade, very strongly corroborates this idea.

Here, Mr. Borland will doubtless again say that coinage laws are responsible for this; but, after all, governments (even despotic ones) in the long run do what the people want them to in such matters; and the change from silver or paper to gold standards has always followed the practical use of the latter in commercial transactions, not preceded it. In those countries today where gold is not the legal standard, unless they are so barbarous as to have no relations with the outside world, it is yet the ultimate basis of values; and right in our own time and country, we can remember when, although our coinage laws fixed a paper dollar as legal tender and we all reckoned values in those paper dollars, there was yet a gold standard in which the value of the paper dollars in turn was reckoned, and to which thus all values were ultimately referred. So established was this, indeed, that obligations were constantly being made in gold dollars, that many large business houses were compelled to run double sets of books, and nearly all firms of any size had two bank accounts, one of which was reckoned in gold and the other in paper. And all this was not in obedience to any legal edict; in a sense, indeed, it was in defiance of existing law and was carried out only because it served greater convenience, because it followed that line of least resistance to which trade will inevitably tend, let the laws say what they will. And in this connection I want to assure Mr. Borland—though I should hardly think it would be necessary—that I most thoroughly agree with him that it is not the function of government to make a market for any particular commodity. But then, neither do I think that it is either the duty or the right of government to create artificial money for

its citizens so long as they have sufficient intelligence to devise their own most convenient means of exchange. And, holding the views that he does, I cannot see why he thinks that there should be "furnished to the people" the "units of accounts stamped on suitable bits of paper" which he describes, when the people have so clearly shown that they can furnish themselves with all needed representatives of or titles to value, and only need from government, as a sort of central arbiter, that it shall settle upon a common standard by which values may be measured, and this only to save the trouble of agreeing upon a standard each time that a transaction is made.

But to get back to our question of whether a standard is needed at all. As I have said, while Mr. Borland's position is not exactly novel to me, I must admit that it perplexes me none the less. There is a little too much refinement of logic in it for my limited knowledge of metaphysics. I don't want to get lost in the bewildering mazes where so many of our friends are wandering just now who attempt definitions of value; and so I'll content myself with agreeing to the statement that it is merely an expression of the relations between things. But in this material world of ours I have not yet "found" that a relation exists all by itself, and it does seem to me that in its very nature it is so far from being "incommensurable," that its whole reason for being is that it may be measured. Now it is quite time that when we come to compare two things as to length, for instance,—to determine the relation of one to the other in this respect—we can state one as being four and five sixteenths as long, let us say, as the other, but it is not as convenient as to express it in the feet and inches which (although no foot rule is ever scientifically exact) have gradually come to be accepted as a standard that has later on been confirmed by law. In like manner, when we exchange two things, it might be possible to decide how much of one to give for the other by studying out how much labor at that moment it would cost to reproduce each. But it would be very troublesome. And so it is that people have always reduced their trading to terms of a common standard, most of us being still so illogical as not to have learned Mr. Borland's gospel—that we might as well use a purely abstract token of value as one which has any of the known dimensions of space. Nor have we dispensed with such a standard in refining our processes to the use of money of account. Where the essential difference lies, however, is that in transferring a title through bank, we do not practically transfer claim to a given amount of gold. We merely transfer a claim to just so many use-

ful things, of whatever kind the receiver may select; as will cost in their production the same amount of labor as the stated quantity of gold would cost.

It is this fact in exchange which makes the spectre of cornering the standard so unreal. Of course, there is never very much gold in existence in proportion to the volume of obligations to be liquidated. But, were creditors in general ever to secure control of all the gold and then demand payment, not in other things on the basis of the standard, but in the gold itself, all that debtors would have to do would be to expend the same amount of labor as it is understood their payment shall represent, in procuring a fresh supply of gold. This is the possibility which always regulates the standard. It is, no doubt, conceivable that all the workable gold mines of the world should be monopolized for the express purpose of establishing an artificial value for their product, just as was attempted so unsuccessfully with copper; but leaving out of consideration the certainty that trade would at once turn to a new standard without waiting for coinage laws, any such operation would be so ramified as to be practically impossible in the case of an article on which there are no tariff duties and no excessive cost of carriage to limit its availability to confined districts.

Looking back at what I have said, it seems to me that I have not, after all, kept sufficiently close to Mr. Borland's argument that it is impossible for a standard to exist; but have only tried to describe in what manner it does exist and why its existence is not a hindrance, but rather a help to trade. This is because my mind positively refuses to work on the lines of reasoning about purely abstract relations between purely material things. I may, perhaps, with advantage use the following lines from the cyclopedia article which Mr. Borland quotes with approval:

"The use of a money of account is in no respect a mechanical process by which other articles are compared by weight or bulk with gold or silver, but it is an arithmetical one, by which they are compared with a unit of value which has had its origin in some coin or other commodity which possesses the quality of acceptability for the payment of debts and the purchase of commodities."

Does not Mr. Borland see that when I give a \$10 cheque to my butcher in order to stave him off from stopping my credit, that I do not give him an order for ten gold or silver or paper dollars, as coined by Uncle Sam, nor yet for an abstract conception which he and I have agreed to call ten dollars? But that what I really give him

is an order for whatever things he may want, to the extent that they can be produced by the same amount of labor as it would cost me to get 25 1/4 grains of gold. There need be no gold whatever in existence to make it certain to both my butcher and myself how much value I am giving him; there need only be the knowledge, somewhere within the infinite circles of commerce, of how much labor it costs to get a grain of gold. But until some shorter cut yet is discovered to arrive at labor cost, I for one cannot comprehend how we are to guess at whether the labor products that I part with (let us say, that fraction of the commodities in whose production I have aided by contributing to placing the insurance that makes their transportation safe and profitable, and to which fraction I have therefore gained title, since that is actually my line of business) whether this fraction that I part with will equal in cost the other products that I receive.

Since the foregoing lines were written the October CONDUCTOR has come to hand, containing another article from Mr. Borland, under caption of "Sound Money," in which some positions are assumed so remarkable that I must retract what I have said above as to our being in substantial agreement. He might be forgiven for taking the ground that it is "money" which is borrowed and lent, even though this is in such direct contradiction with his acceptance of the fact that dealings in these days are in money of account; for the fallacy is one so widespread that it is peculiarly hard to uproot. The truth is, of course, that it is the rarest thing in the world when money passes hands in loans, the subject of these being almost invariably a mere title to wealth of some kind; and that men can always borrow when they own anything for which there is a market, and often when they only have reasonable expectation of such ownership. And, further, that the volume of currency in circulation (except so far as it governs the loans of banks because of the requirement for them to maintain a 25 per cent

reserve—a requirement which is really one that they shall keep a margin of idle capital more than for the use of currency—or as it occasionally, comes into play in influencing the minds of leaders because of the prevailing fallacy) has nothing whatever to do with what we call the "money market." The dominant factors in this are, first, whether the people who control the sources of production and consequently the command over labor to be exerted, are in a mood to trust others with the title to employ labor, on the chance that it will come back to them with its power increased; and second, whether the people who want to borrow are able to convince lenders that if entrusted with this power over labor, they will employ it so that the laborers will remain under the same obligation to render service as before; or failing that, that the borrower himself will at the time appointed for payment, be in possession of either a store of accumulated goods or a similar command over labor, to refund the original advance. Those conditions existing, borrowing and lending would go on if not a single dollar or cent were in circulation; while without them, a million dollars per capita would not make loans any easier.

But the assertion by Mr. Borland which most amazes me is that the issuance of cheques is under the control of bankers! I have met before with this curious confusion of the two departments of banking, the department of exchange and the department of discount. It evidently arises from the double use of the word "credit," owing to which people who have not thought about the subject at all, sometimes imagine that "credit money"—cheques and drafts—is the same sort of thing as the credit which a bank gives in a loan. But it is almost inconceivable that anyone who has studied the subject should fall into such a mistake: for a moment's reflection must convince one that the banker can have no possible power over the way in which a depositor may draw cheques against his account, far less that these should be subject to any discount or interest charges.

SINGLE TAX AND SOCIALIST IDEAL.

BY FRANCES E. RUSSELL.

A copy of THE RAILWAY CONDUCTOR for August has been sent to me, with a marked article on "The Socialist Ideal," by Jose Gros. I think Mr. Gros has made some mistakes, which I should like to notice.

It is hardly correct for him to conclude from my reply to Miss Gay in the July *Arena*, that I "cannot see how" the single tax "could bring any

fundamental good results." I simply disbelieve the assertion that the single tax will solve the whole labor question. Its good results would be fundamental but not complete. In other words, the single tax simply lays an essential foundation for a necessary superstructure.

Mr. Gros says, "Like all socialists, she cannot realize," etc. It has become monotonous for sit-

gle taxers to begin their arguments against those who advocate a broader economic creed in this way—bundling together all the various shades of opinion among the many varieties of socialists, except themselves (for those who advocate the socialization of economic rent, or its associated use as public revenue, cannot repudiate all "socialism") as what "the socialist thinks," or what "the socialist cannot understand." As my opinions differ from those of any "socialists" I know of, and as I am more a student of the writings of Henry George than of those of any acknowledged "socialist," it is unfair to "all socialists" to saddle my views upon them. I speak only for myself.

No, I "cannot realize" that the single tax can put an end to all the monopolies, trusts and combines that rob the people by their unjust taxation in the way of exorbitant prices. I wish I could, but I fear that the contest before us, if we are ever to be a free people, is to be a harder one and a longer one than advocates of any panacea dream; and that the securing of equal rights to land, by putting an end to the private appropriation of ground rent and using it for the public revenue, is but a part—or only one most important measure in the great economic revolution. So long as the manipulation of our medium of exchange, our money, is in the hands of a class, instead of being wholly a national concern, we shall be in danger of injustice and inequality of opportunity from that source.

Many who call themselves single taxers have settled upon a narrow creed which would be broadened, it seems to me, by a careful reading of the latter portions of "Progress and Poverty" and "The Land Question," by Henry George. He speaks of other "natural monopolies" besides land.

Mr. Gros says that if the lands held by the great oil company were taxed according to their rental value "the oil monopoly would be rapidly swept off, and several hundreds of companies would take its place, under free competition."

Now, why? Has Mr. Gros read Henry D. Lloyd's "Wealth Against Commonwealth"? For some years after the oil industry came to the front there was free competition in all departments. Then one refining company far from the oil region and owning no oil lands then or for some years afterwards, managed by the unscrupulous use of capital to get control of the whole oil refining business, and later, by coalition with railroads, of the oil carrying business. More recently it is buying the cheapened oil fields.

The single tax could only tax the lands held by the Standard Oil Company today at the same valuation as adjacent unimproved lands. If the

Standard Oil Company, with its many millions of capital could not pay this tax, who would find it any easier? If it felt the burden of the tax it would simply raise the price of oil. The same may be said of the railroads and their charges.

Henry George says in "The Land Question":

When a capital of a million dollars comes into competition with capitals of thousands of dollars, the smaller capitalists must be driven out of the business or destroyed. With great capital nothing can compete save great capital.

I think Mr. Gros is not supported by Mr. George, or by leading single taxers generally, in his idea that railroad monopoly can be destroyed by the operation of the single tax. For this reason the single tax platform makes a special demand for the nationalization of the railroads. Mr. Brokaw, editor of the *Single Tax Courier*, in his paper on "The Single Tax and Transportation," read at the Single Tax Conference at the Columbian Exposition, says:

The paying of the [single] tax entitles the possessor to exclude all others. To apply that method to public highways is to empower those who pay the franchise tax to exclude all others on such terms as they please. But, as the highways must be used in common, how can such a method secure equity in the use? For, how can the holders of such a franchise charge for the use of the highway except according to use—so much a ride or trip? And thus would people be taxed for using the common highways—those portions of the earth where exclusive use is impossible.

At the conference where this paper was read, a single tax platform was adopted which contained the following paragraph:

It is also a proper function of society to maintain and control all public ways for the transportation of persons and property, and the transmission of intelligence.

This sounds to me decidedly socialistic—and none the worse for that!

For what is socialism? I am glad to see that Mr. Gros has begun to understand that it is not a distinct or settled creed or formula, to be abandoned for some other "ism" as society outgrows the "present crude and incomplete ideal" of socialism—to quote his own words. Socialism is a growing idea—the dawning ideal of practical human fellowship—the opposite of individualism, which Webster defines as "self-interest, selfishness." It means (however crude its present shape) the effort of society to make the practice of the golden rule possible for us all. It means equal opportunity, equal freedom, so far as human institutions and human fellowship can guarantee such equality. This requires system and order—organization—for mutual help and advantage. Its opposite is anarchy.

There is more than one natural law, more than

one economic truth. Integration, co operation, is a law of social evolution. "In union there is strength." Would it be reasonable to call rent an evil and declare it to be not "in the line of evolution" because its private appropriation by landlords causes poverty and suffering? Give back the rent to the people who produce it—to the whole people in the way of public revenue—and it is no longer an evil.

The same may be said of the "rent of ability"—what John Stuart Mill calls "the benefits of combined labor." Appropriated by capitalists as profits and dividends it makes them millionaires, and by the "saving of labor" which enriches them throws artisans and laborers of every kind (first in one branch of industry, then in another) out of employment, to swell the numbers of tramps, paupers, suicides and criminals.

Mr. Gros says: "The trust and the corporation are wrong because they involve monopoly," and he seems to think that a labor partnership of the whole people would be a monopoly! No more than the appropriation of all ground rent to public revenue would be a monopoly. How can that be a monopoly which all control and share?

The latest ideal of socialism, Mr. Bellamy's plan of nationalism, aims at industrial organization on a national scale, which includes local co-operation in production and distribution. It is the idea of a business partnership of the whole people, with no more interference with private opinions, tastes and customs, than any smaller business partnership claims among its members.

Such an ideal is utterly impossible of realization with our present land tenure; and in the picture of the plan in operation a century hence, subject to such changes as we choose, Mr. Bellamy represents that people pay annually for their homes (with more or less land for their private use) "according to size, elegance and location." Thus is the full "economic rent" (or choice of sites) secured to the public fund—there being no competition for business locations, as at present.

Accumulated inventions embodied in wonderful and costly machinery which require the use of great capital, are more and more doing the work of the world. Organization of industry on a great scale is necessary for the best results—which are more and better products, or material gain, and great saving of human strength and of precious time. If all these co-operative organizations for producing and distributing the products of labor would be co-ordinated, an equal annual division, after providing for "the plant," would give everyone all of the necessities of life and all reasonable luxuries, for an average expenditure of not two hours labor daily, by all persons between the ages of twenty-one and fifty. This is said to be a very moderate estimate by statisticians of what national co-operation in industry, with the use of even our present inventions, could do for us. All the rest of our time could be spent according to individual taste and judgment—by those who wish in making things by hand and doing their own work (sewing, cooking, washing, gardening, building—from choice, not from necessity) or in self-culture, music, art, investigation, experiments, recreation and amusement. Nothing should hinder those who call all this mutual help "slavery" from going off to work alone and to make gain of others like themselves by "trading" with one another on land not needed for actual use by the national co-operation. Of course, they would have no credit cards entitling them, as members of the national co-operation, to the privileges of the national stores and services. But they would have what they call "freedom"!

I wish to be understood as an advocate of both the nationalization of rents (or the single tax) and of national co-operation in industry, both productive and distributive. To my mind they are entirely harmonious—one the complement of the other; the nationalization of ground rent being a secure foundation for the house itself for which such a foundation is needed—the organization of human labor for the equal benefit of all.

THE GARDEN OF EDEN.

BY JOSE GROS.

There are always two ways with which the mind can apprehend a given thought, theory or philosophy. One is the sensible, broad, precise and correct; the other is the more or less narrow, childish, wrong or fantastic one. For instance: the interpretations of primitive men in connection with all important phenomena, can hardly be expected to embody any deeper nature conceptions.

All outside of the unconditioned, eternal Power from whom the whole range of forces and forms must proceed, shall inevitably rest on principles of growth, to be unfolded more or less rapidly, but always under a certain order. When in connection with men that order shall vary or be modified by the needs and surroundings that they themselves may create with their adherence to or

departure from the unchangeable laws of the universe.

It is, perhaps, natural that men should stubbornly adhere to their first impressions, as spoiled children are apt to do. And the fact is that the top men of each historical period have been nothing but spoiled children, since they have always had a larger share of earthly goods than belonged to them according to the ethics of God's laws in nature. And the stubbornness to the old ideals, or rather prejudices, is most especially attached to the high classes everywhere. Look, for instance, at the tenacity with which the wise fellows forming the aristocracy of the old Jews and Romans resisted the new conceptions that Jesus spread among men, nineteen centuries ago. Notice again the obstinacy with which our high classes to day insist upon narrow interpretations in relation to the noble ideals of that same Jesus whom we are willing enough to accept as a mere sentiment, but whose morality and ethics are carefully avoided, when not openly declared as a secondary matter, for joys on earth as well as in heaven. And yet, that is virtually the infernal conception which constitutes the "flaming sword" that prevents the race from converting the earth into an Eden minus the serpent.

Because, suppose for a moment that we could shake off the old prejudices or infatuations that we inherit from the old savages, about our own weakness for good and the almost invincible tendencies for evil, as something decreed by the gods, and which we apply to The God. Well, once such fatal conceptions out of our brains, we would instantly find ourselves strong enough to accomplish anything along the path of what is noble and grand. Why not? Listen to the very Christ we say we worship, when he told men, "He that believeth in me, the works that I do shall he do also, and greater works than these shall he do." "If you have faith as a grain of mustard seed nothing shall be impossible unto you." And dozens of similar verses, they all most emphatically conveying the idea that there would be nothing weak about men as soon as we saw fit to realize that we had been given the power to accomplish all that is beautiful and grand in the eyes of God, for universal good.

Yes, we have been told that nothing needs to be impossible unto us, since we can even do what Christ never did. What can that mean? The establishment of social righteousness on earth, of course, and so the conversion of the planet into a much grander Eden than the symbolic one mentioned in the Genesis. Either that or else Christ did not know what he was about. We don't

really see any escape. There is the dilemma that has been before us for at least 1600 years of organized Christian nations; and all because, with few exceptions, men have been a pack of cowards. To be sure, we should exempt from that epithet, all those we have crushed into poverty and hard work. Grant that most of them would not have been any better than those on top if they had reached it, as in turns they have, because of all human instability. All the same only those deserve to be judged according to their bad deeds who have had the opportunity to do better and neglected it. By that we mean that only those are really guilty who have had the chance of studying how to solve human problems, and have failed to do it, and thus failed to teach and lead the race toward the high destinies that sooner or later humanity must attain.

Now let us see if we can illustrate the subject with figures, based on historical facts. We can notice that nations have always been traveling along the path that a few seem to have prepared or cut out. We are inclined to think that the few in question have seldom exceeded 5 or 6 per cent. We know that the town in which we have been identified for over twenty-five years, and the general operations of which we have had the opportunity to closely watch, we know that the town in question has always been controlled by 5 per cent. if not less, the large property holders, as a matter of course, with the influence they exercise through their own churches and political parties, and because of their business connections, the men to whom they give some occupation, etc. And, in our travels through the country we have quietly noticed the same identical process of local control, from towns with but 500 population up to 10,000 or so. In large cities, we are inclined to think that the control is limited to a smaller proportion. New York is totally handled by 3,000 wealthy fellows. This nation of ours is really manipulated by less than 50,000 magnates, with the silent consent of 500,000 smaller ones, and the proverbial stupidity of the rest in every nation.

It is all due to wealth blended with intelligence, and the two elements acting on the selfish instincts of the race, or perhaps on that simplicity of the old savages which civilization has not yet overcome, because of the ancient, traditional prejudices and fatalisms we have mentioned, as the peculiarity of babyhood. We men have never yet been but good-sized babies after all, since we have not even discovered that it does not pay to do anything wrong. And it is only due to that species of babyhood that a few sharpers can handle humanity. As soon as we overcome that, neither

5, nor 10, nor 20 per cent. shall have the best of the rest, no matter how much wealth and intelligence they may have monopolized.

Wealth shall count for very little when we have succeeded in planting a few basic sound conceptions of life among the many who are bound to suffer the most from social wrongs. It happens that the intelligence which can tell, and through which wonders can be rapidly accomplished, does not need any long course in school or college, but can be easily attained by every plain man and child. Moral and ethical truth is extremely simple. It is so much so that the ignorant classes in Palestine nineteen centuries ago could hear it gladly, and had no trouble to grasp the duties of men to men, as expounded by Christ, the king of all social reformers. That same simple truth could not be understood by the college men of that time.

Something analogous happens to-day. It is the labor papers, those supported by the plain men, that alone relish or are willing to investigate the new gospel of labor emancipation, or rather human emancipation from all social robberies and sins. And the gospel is only new in its presentation, because specialized and made applicable to the industrial evils we have intensified and need to be rapidly suppressed, if civilization has to become a reality, and not remain the farce it has always been, with but short possible intervals now and then, at the utmost.

And who is fighting, tooth and nail, against any precise conception of social morality and ethics conducive to human improvement from the foundations? Who are those who declare all that dreamy or impossible because of the human incapacity toward all that is sensible, grand and noble? The bulk of our college men, be they priests, ministers, lawyers, bankers, etc. It is the old, old story of the intelligent, wealthy pharisees, against the people; the story of Cain, the monopolist, against Abel, the plain worker; the same identical process of the old symbolic serpent in the old symbolic Eden. What is the serpent but the emblem of cunning and deceit, of greed and selfishness, the symbol of moral poison creeping into the mind which, made after the pattern of the Divine One, is created to live and grow in accordance with law divine?

And so we see the wisdom of the few, crooked, selfish and serpentine, because limited to the few,

constantly bent upon keeping organized society on mean, dishonest monopolistic principles, because of false pretences that we can do no better, and thus preach resignation and contentment to the many whom we send down towards the abyss of poverty, relative or absolute. The former is apt to bring forth greater sufferings than the latter. The latter really converts men into animals, when pain decreases in proportion to brain sensibilities.

From all that precedes, it follows, apparently, that the great need of the day is to diffuse among the people a few solid perceptions of that freedom and ethics, of that equality in opportunities which underlies the very gospel teachings we have so nicely obscured with sentimentalities and dogmas.

All that the average mind needs to do to become wiser than the wisest men we manufacture in our colleges and universities, is to notice that the way we have humbugged the masses of all nations, and thus shut them out from the Eden of a righteous civilization, consists in laws of privilege supported by crooked taxation methods and crooked money systems. What we then require to radically remodel civilization on the principles of Christ's gospel, is to have systems of money and taxation tending to suppress all privilege and so establish equal rights.

There we have the key through which we shall open the door that leads into the Eden of all Edens, the only one possible on earth or anywhere else.

It is sad, but necessary, to recognize that so far the object of all governments has been "to harmonize human wrongs."

Sooner or later the object of government shall be "to harmonize natural rights."

The former method necessitates a great multiplicity of laws, which create boundless disorder and sin.

The latter method, extremely simple in itself as all truth is, shall evolve the order of righteousness and freedom, not that of oppression and sin, with which we have always entangled ourselves.

We have so far tried to develop the individual by letting him prey upon somebody else, through laws of privilege and monopoly. That develops the predatory man. Invite everyone to make the best of himself in connection with what may be best for all, through laws of equal justice, and the promised kingdom of heaven shall be at hand.

THE SOCIAL PROBLEM.

BY W. H. STUART.

To the intelligent readers of THE CONDUCTOR it will not be necessary to go into an elaborate argument to prove that there is a "social question." True, a professor of political economy at the head of a university in Chicago, liberally endowed by a magnate of the Standard Oil Co., has recently declared that "there is no social question," while a professor in the same institution, who ventured to teach otherwise, was promptly kicked out. True, also, that the head of a university in California, that was built and equipped by money stolen as shamelessly from the people, as was ever effected by a road agent or train robber, has recently declared that the labor question was merely one of "thrift and industry"; that every laborer received "about what he was worth," and stigmatized as "frauds and humbugs" those who taught differently. But I think we may ignore the opinions of the sycophantic and paid apologists for capitalist exploitation, and assume, as a truth, that there is a labor problem, and that the problem for solution is, how to equitably distribute the wealth that modern machinery and productive processes make it so easy to accumulate.

All intelligent students of our present economic system admit that wealth is not distributed with a just regard to the rights of those who produce it. The point we disagree upon is the proper remedy for us to adopt to effect a more just distribution.

During all past ages and economic systems, including the present one, the strong, able, cunning, aggressive and unscrupulous few have lived on the toil and labors of the weak, ignorant and credulous many. Under chattel slavery the robbery of the slave was effected openly and undisguisedly, by force. The slave was treated as a beast of burden; denied all political rights, his labor and his life equally at the disposal of his master. In Europe slavery was succeeded by serfdom. Under the feudal system the condition of the toiler was somewhat mitigated. The serf acquired rights to the soil from which he could not be dispossessed. After the performance of certain services for his lord, he was permitted to cultivate the soil, or engage in other work for his personal advantage. He had, however, no voice in the government, he was in political bondage. Feudalism finally gave way to the wage system, competitive industry and free contract. The transition from feudalism was, however, slow, the worker was hedged in by numerous and onerous restrictions. He was obliged to remain in the town in which he was born, if he moved to an-

other he could be arrested and treated as a felon. The time of his apprenticeship was fixed by law, and when his trade was learned, the law often settled the wages he could demand, and often, also, when an independent worker, the value of the commodities he produced. Combinations among workers to keep up wages were treated as felony. But the rapid development of the capitalist system, brought about by the invention of labor saving machinery propelled by steam power, required that the laborer should be free to offer his labor to the capitalist without restriction as to time or place. There accordingly arose in England a school of economists, known as the Manchester school. They adopted the theory propounded by Adam Smith, that self interest was the great, and indeed, the only incentive to the production of wealth. They boldly advocated the removal of all restriction on labor; the absolute freedom of the laborer to sell his labor to whom he pleased, where he pleased, and for what wages he pleased. In other words, they advocated the right of "free contract." They advocated likewise the removal of all restriction on trade and commerce; the adoption of "free trade," and the abolition of the corn laws. They said to the government, "hands off"; no interference with industry, except to preserve the peace and enforce contracts. Their theory being, that when every member of society was engaged in furthering his personal and selfish interests, he would be unconsciously subserving the interests of all. How completely this *Laissez faire* theory of economics broke down under the capitalist system is familiar to every student of social science.

The industrial revolution of the eighteenth century, by which the laborer became divorced from the tools of production, left him at the mercy of the capitalist owner of those tools. The weaver who formerly wove cloth on his own hand loom, was driven to the wall in unavailing competition with the capitalist owner of the huge factory with its thousands of spindles propelled by steam power, to whom, as the result of this great economic change, he was compelled to offer his labor, not for its value, but for a wage which maintained a bare existence. His boasted freedom and liberty proved to be under competitive conditions, the liberty to work for the capitalist on his terms, or starve.

The impossibility of the laborer to maintain any real freedom of contract under the new conditions

became more and more obvious. The condition of the working classes during the early decades of this century grew steadily worse. While wealth in the hands of the capitalists was increasing by "leaps and bounds"; "by thousands per cent," as one capitalist expressed it, the poverty of the toilers became more pitiable, until finally, the government, to prevent the actual extinction of the working classes, was forced to step in and mitigate the horrors of the result of competition and free contract by various acts of Parliament, which interfered with the *Laissez faire* theory of private enterprise.

Within the last century and a half, two great social movements have arisen, and are rapidly reaching their culmination. One is political, and consists in the continued extension of equal political rights to all classes; the removal of class restrictions, and increase of political rights, privileges and liberty to all. We have reached that degree of political liberty where it is possible for the masses to change any law or enact any new one when they so desire. While it may be admitted that our political system is not yet perfect, it is yet undeniable, that even as it now stands it can be promptly and efficiently used for any purpose that a majority of the people may desire. The other great movement has been economic, and its tendency has been, and is, to reduce the masses to industrial bondage. This movement has come about, not through measures directed against the political rights of the people, but as the result of economic conditions which the founders of our republic could not foresee. To them it seemed impossible that a people politically free, could ever be reduced to economic bondage. The cause is to be traced to the competitive system of industry. Before the era of large production, when nearly every worker controlled the tools of his own trade, and worked up the raw material by his own individual labor, it seemed just and right that he should preserve his individual ownership in his handiwork, and that his extra skill, energy or industry should meet with a corresponding reward. But the era of machinery and steam power, and the large system of production divorced the worker from his tools, he became an insignificant cog in the wheels of industry, having no control or ownership in the new tools of production. Notwithstanding his political freedom, he sank into an industrial and economic bondage as hopeless as it was degrading to all true manhood.

The concentration of capital into the hands of those who, under competitive conditions, were liable to appropriate the modern tools of production, made it absolutely impossible for the aver-

age man, without capital, to procure an independent living. Having nothing but his labor power to sell, he is forced under fierce competition with his fellows, to sell it quickly or starve.

By an economic law, acting under such conditions, wages continually tend to the minimum upon which the laborer consents to reproduce. Given an industrial system under which the means of production can be privately appropriated and it follows inevitably that the disinherited, the propertyless class, will be reduced to economic bondage. What is the remedy? There is but one. The worker must again be put in possession of the tools of production; the divorce of the worker from his tools must cease. How is this to be effected? We cannot go back to the small system of production; to the hand tool and individual ownership. As it is manifestly impossible for every weaver, let us say, to own a modern cloth factory, there is only one alternative; society as a whole must own all the means and instruments for the production and distribution of wealth. This would be a co operative commonwealth. No other solution is possible. Single taxers, of course, claim that common ownership of land, effected through the confiscation of economic rent, would solve the problem, while anarchists contend that free land, free money and free competition would furnish the solution. Neither schools understand the nature of the problem to be solved. Ask a single taxer how monopoly of machinery would be prevented under the single tax, and he will inform you with easy confidence and secret pity for your ignorance, that "with free access to natural resources monopolization of machinery would be impossible." He will ask you "if machinery and all other forms of wealth are not produced by labor applied to land?" and when you reply in the affirmative, he will ask you "how, under conditions of equal access to land, machinery could be monopolized?" He is as ignorant of the problem as the anarchist.

Let me illustrate how machinery is monopolized and the effect of its monopolization. Imagine a society where land is held under a "use and occupancy," tenure, as advocated by anarchists, or under the system advocated by single taxers, of paying the economic value of the land to the community. In such a society, let us suppose a hundred shoemakers working at their individual benches, are able to supply the wants of the community for shoes, from the sale of which they are able to maintain the average standard of living. Let us suppose that one of the shoemakers invents a machine, or set of machines, that will with the labor of thirty men make the same quan-

tity of shoes formerly made by the hundred hand workers, and at a reduction in cost that makes competition by the hand workers impossible. One, or several of the men having the necessary capital, build a shoe factory, put in the machinery and supply the demand for shoes. The question for solution is, how, under private ownership of the shoe factory, are the seventy workmen thrown out of employment, to reap the benefit of the increased productive power effected by the introduction of machinery? What becomes of the seventy idle men displaced by the use of the new machinery? Start another factory? Well, suppose that is done, the addition of another factory does not increase the demand for shoes, the labor of thirty men still supplies the demand for shoes, even if the thirty men are divided among two factories. Go at something else? Suppose they do, and try agriculture, they find that gang plows, drawn by traction engines, or steam harvesters, reduce the demand for labor and the cost of production, and the impossibility of competition in a corresponding ratio, and so in all industry. Private ownership of machinery or productive processes, reduce the great body of the producers to bondage. This is what is meant by the monopolization of machinery. Free access to land, either by the anarchist or single tax plan, would not prevent or lessen, only to an insignificant extent, its evil effects in the unequal distribution of wealth.

Under a system of industrial co-operation, the one or more shoemakers would not have been permitted to own and operate the machinery to

their own selfish aggrandizement, and the reduction of their comrades to tramps and beggars, on the contrary, the hundred shoemakers would have jointly owned and operated the shoe factory, in which case all would have shared equally in the increased productive power. They could greatly increase the production of shoes (wealth) or reduced their hours of labor. From the individualist standpoint there is no solution to the problem here presented. When the masses have become economically enlightened as to the cause of their economic bondage; when they have abandoned the ignorant economic superstitions in the efficacy of "free competition," "free trade," "protection," the "confiscation of economic rent," and the latest fad of "free coinage of silver," they will make short work of our present industrial system, and adopt a scientific system of production and distribution; abolishing the useless capitalist class, and all other drones and parasites, and the army of useless middlemen, who infest competitive industry and prey on honest toil.

We must make it absolutely impossible for one man to live on the labor of other men. When all own in common and are equal beneficiaries of the enormous increase in productive power made possible by the thousands of machines and processes which we are properly and justly heir to, poverty will be impossible, and the crime, misery, brutality and depredation of our present system, a forgotten horror never to be repeated while the earth remains fruitful and swings through space. Our social problem will then be solved.

FOLLOWED HIS GRIP.

BY FRANK A. MYERS.

"Strange things are happening every day in this free country of ours," remarked Manna Peters to Syl Torney, as they walked down the yards together, after their run in. Manna was a fireman and Syl was a brakeman, and their run was from Birmingham to New Orleans. They had just returned from New Orleans and were on their way to their boarding house.

Their run was such that they arrived in New Orleans about two o'clock in the morning, and returning, reached Birmingham about midnight. This is the hour we meet them for the first time. They rank among the very best young men of America.

"Don't you know that's true," exclaimed Syl in a hot, deprecating voice. "Getting worse all the time. Something wrong somewhere. But

what do you suppose has become of Manfred."

Everybody called Manfred Overton, the conductor of the train these "boys" were on, simply Lightfoot, because he was one of the best sprinters among all the employes of the road, and it is a little singular that Syl did not so call him on this occasion.

"Cursed if I know. It's the most remarkable case I ever heard of. See,—this was his first run into New Orleans; been running the other way before, hadn't he?"

"Yes; never there before, he said," said Syl.

A switching engine came grinding by in the darkness and drowned their voices for a time. Its headlight shot gleaming rays along the glistening rails.

"H'lo, boys," cried the fireman in the cab.

"H'lo yourself," returned Manna in jovial strain. This was the salutation of goodfellowship between them. This was all.

"'Fraid something's happened him. Bad holes in the Crescent City, and if a fellow don't know them he's liable to get slipped up on, you know," observed Manna, renewing the subject which lay so weighty on the minds of both of them.

"Lightfoot's quick, and if he's took in or dealt foully with I confess I don't understand it," said Syl.

"'Taint that exactly," explained Manna. "Anybody is liable to run against a stuffed club or a heathenish Mafia's sharp blade. For my part I wish every mother's son of a Sicilian that is in this country and that is not honestly an American at heart was well away and back in his own land—that's what I wish," and Manna ended with animation and a rhetorical inflection.

"I'm afraid the worst has happened him," lamented Syl, who thought the world and all of Lightfoot.

By this time the boys had turned in and wrapped themselves comfortably in bed clothes, ready for sleep. It was cold January weather.

Manfred Overton had just made his first run into the scarlet Crescent City, and he knew nothing about it, except what he had heard. He had parted from Syl Torney at the depot, and that was the last anyone had seen of him. He had vanished as completely as a spirit in thin air. When his turn came to run back to Birmingham he was missing, and no trace of him could be found. It was known that when he left the depot he carried a small grip, and had set out to find a comfortable and rather inexpensive hotel at some near point.

From any point of view Manfred Overton was a fine looking gentleman, well dressed and spirited moving. His well proportioned face, tinted with a fine complexion of health, was pleasing, and he certainly was gifted with a zest for real mirth that made him most companionable. At the mature age of twenty-five his physique was admirable. The glow of humorous delight in his eyes and the kindly smile on his face made him a prime favorite everywhere.

On the following Sunday, in the Presbyterian church, he was to be married to Miss Ella Reedy, one of the most lovely girls in all Birmingham. Ella was preparing for the great public event with much pleasure, and also a little worry. It was to be the event of her life. Besides, she was going to join her fate to one of the best men in all the world. She, in great glee, declared she would be the happiest girl on that great day the world ever saw, or ever would see, for that matter; it

was impossible for anyone to be happier than she would be. No one could ever equal Manfred, she said, and then she would dance across the room in a litting song, gay as a bird in the spring time.

When the news came that Manfred Overton was missing in New Orleans and that foul play was suspected, Ella shut herself in her room and wept, wept her heart out. She said her happiness had been too perfect, for this world, to last.

The wedding day came and passed, and still no tidings of Manfred Overton. His friends, with all diligence and persistence, sought for him, and the authorities took the matter in hand. It was thought that he had been murdered and his body, perhaps, plunged into the river for concealment of the dreadful deed. No word from Manfred!

"O, he's dead, I know it," sobbed Ella to her dearest friend, Miss Ada Lawler, "or he'd never remain silent so long."

"Of course," began Ada with friendly caution, the old whispering hags, who go about with shrugs and nods and looks that mean more than all, can't be believed when—when they say Manfred Overton has done this to escape marrying you."

"A lie, a lie, all a lie, every breath of it—will not believe it!" cried Ella in a passion. This was the first she had heard of it. Ada knew she was conveying a deadly secret to Ella. "Can't be true! He loved me! he loved me! and he would not do such a thing." There was a wild echo of crushing pain in her words. "I will always believe in him. The gadabouts and slanderers that love a tale and live and breathe in the mean stories told about their neighbors, and that go about to rake up all they can, or to invent something if they can find nothing—let them talk! Who are they! and what are they!—that I should believe them and their stories hatched in sin!" She had a splendid glow of anger in her face and a righteous condemnation in her words and tone.

"I, myself, don't believe a whisper—never a whisper at any time," said Ada in the spirit of one pouring oil on the troubled waters.

"Manfred was true to me, and I know it, and all the old wrinkle faced gossips in the world could not make me believe otherwise. I know! Don't I know? Pity I don't know—and they do!" In her anger at the low-down insinuation she appeared more beautiful than ever.

Eight long, weary weeks passed by, and still no word from the missing man. People generally came to believe and to say that he was dead, and in the general bustle of the world he was fast

dropping out of mind. But Ella, faithful to the last, never gave him up. She said the day would yet come when it would all out. His friends spoke of the case less frequently now, and then it was only to say it was an unfathomable mystery.

And there the matter apparently rested. It was a sort of an unconscious agreement to regard it as an inscrutable enigma. Everybody said a good man was gone, and that was all they knew about it.

As Manfred Overton stepped out of the depot that Wednesday morning at two o'clock, a fellow, tolerably well dressed, and with considerable brogue on his tongue, accosted him, and gently putting his hand on his small grip offered to carry it and direct him to a fine hotel near by.

"No you wont," said Lightfoot gruffly. "You mind your own business."

The fellow slunk away in the darkness. But three or four times Lightfoot looked back, and what he saw gave him the impression that he was shadowed. A black, misty form seemed to be dodging along stealthily after him. He put his hand on his hip pocket two or three times to be reassured that his gun was curling up there in quiet readiness for any emergency.

In the hope of eluding this pursuer, not far from the custom house Lightfoot dodged into a saloon that was still open. There was a musty smell and ratty cast about the dimly-lighted hole that made him feel uneasy. It was still further suspicious when a fellow, big and burly and mean, turned to him and in broken English asked him to take a drink.

"No, sir; thanks, I never drink," answered Lightfoot as he put down his grip and settled into a chair for a moment. The fellow stared at him an instant in blank amazement.

"Na-ver drink!" he ejaculated in a tone of condemning surprise. "Humph!" he concluded, as much as to say "that settles it."

"No!" Lightfoot returned sharply, shooting his piercing eyes through the fellow's thin mental anatomy in order to exhibit his disapproval of such cool insolence. Right there, however, Lightfoot stopped, for he had no idea of precipitating trouble, and more especially at such a lonely place at that hour. He was perfectly sensible about it.

"Quare felle sorte," added the big foreigner with stunning brogue.

At this Lightfoot subjoined:

"You dissect character in here, I see," and thought, "as well as pockets."

"Ne—we trate," said the burly chap with knit brows.

"Yes," said Lightfoot, "and the word might mean two or three things."

Just at that instant Lightfoot spied his grip going through a door at the side of the bar into a back room, carried by the very dog who had offered to take it at the depot. Had the mean big bully engaged him in conversation that this might be done? And had he by accident dropped into the very place this would-be guide had designed to lead him? It all flashed through him as if a train of powder had touched him off. The rascals! he would not be beaten by them in so easy a manner. Not that there was anything valuable in the grip, or that he cared much for it, but the idea of being outdone by such scum from the Old World! Perhaps he might be the means of ridding the city of a den of thieving thugs, and so do a good thing to the people.

Then he was shadowed by the steerer.

Angered beyond control, and with the feeling that he'd fight all the hosts of the abode of the damned, if they came before him, he sprang from his seat, and in two or three sweeping strides was across the dingy room and at the door, that closed just as he put his hand against it. He felt like kicking it down.

The big fellow stood acting the part of one dumbfounded, and yet an acute observer could have detected a lurking smile of satisfaction in the corners of his big red eyes. The bushy whiskers masked all emotions of the face.

Seizing the latch, he pressed it and tried to push open the door, but the uncertain old latch had not lifted sufficiently, and his body fell against the door with an impetuous thrash, something like a hod of brick falling from the second floor to the street below. At the second lift the door opened, and he saw the grip and the fellow disappear through a door into the next room beyond. Lightfoot closed his door with a slam just as the door at the opposite side closed.

The devils! did they mean to lead him a bewildering chase through room after room, and lose him so that he could not get out. For an instant he hesitated—only for an instant.

"I'll see into the next room anyway, if it costs me my head," he thought, grinding his teeth in impotent wrath.

The room he was now in contained a pool and billiard table, that evidently had grown into the battle-scarred appearance of veterans, and the cues in the rack were hand stained with much use. There was an empty look in the place, and it was fetid with old tobacco smoke and spit.

Like an express train at its best speed Lightfoot crossed this filth reeking old room. He heard voices in the next room.

"The boys would smile if I should lose my little grip. But I'll never tell them; I'd say I forgot it at the hotel." All this flashed through his mind like a telegraphic communication from "K" at Birmingham. Strange what a dual process of thought the human mind is capable of, even in the most extreme moment.

With a flash he flung open the door and stood in the presence of the man who boldly carried away his gripsack and another man with a foreign air. Both were larger than he. Their dark complexion suggested Sicilians to him. What if they were of the Mafia?

Had he glanced back as he entered this empty room he might have seen the big, burly sinner, who had asked him to take a drink in the bar-room, stealing furtively into the pool-room behind.

His "grip" stood upon an old chair, which with a partner about the same age and apparently the same rough experience, were the sole denizens of the lonely room. It was very poorly lighted. The floor was bare, and the walls never had enjoyed the luxury of paper. The whole place gave Lightfoot a shocking feeling.

He glanced at the men with eyes flashing fire. The other man had a foot on the reeling old chair that supported the gripsack, and was talking to the one who had just brought in the grip in a gibbering foreign tongue. They did not seem surprised to see Lightfoot enter, but he was too angry to observe this. On the contrary they smiled with a villainous satisfaction and looked at him with a grim welcome in their eyes.

"Why did you do this?" demanded Lightfoot, angrily, as he walked boldly up to the fellow who stole his grip. He shook his fist under the fellow's nose, and he paid no more attention to it than if Lightfoot had been a little, insignificant fly—not even deigning to make reply.

Now Lightfoot stepped toward the chair with a view to regaining his grip, and was just on the point of seizing the handle, when the door he had just entered opened and in quietly walked the burly fellow of the bar-room. For the first time it rushed on him that he had been successfully trapped. Then he was ready to die in his tracks right there. He had been crowded to the wall, as it were, and life was no longer a matter for consideration.

"Devils!" he hissed as scornfully as he could.

The big fellow from the bar-room deliberately locked the door behind him and put the key in his pocket. The fellow who stole the grip, at a stride went to the other door and also locked it and put the key in his pocket. Then Lightfoot noticed that the windows were high from the floor, and

grated with iron bars. Here he was, in the hands of foreign cutthroats, and their mercy is proverbial.

"Presto!" cried the big fellow with a foot on the chair. Then he calmly put the foot on the floor, and stood over six feet high.

Scorning their mastery over him Lightfoot whipped out his revolver and flashed it in the big fellow's face. It did not disturb him a little bit. With a lightning upward stroke of the hand he sent Lightfoot's revolver on a sudden journey toward the ceiling, and it fell on the bare floor behind him with a dull thud.

"Pecce," called the big fellow to the man from the bar-room—Pecce was his name—and Pecce understood.

"Yes, Maraschal," he answered the big fellow, calling him by name. At one and the same moment he drew his revolver and advanced with a Mephistophelian grin of devilishness. Lightfoot looked into the muzzle of a hideous weapon, bright and polished and reliable in appearance.

"Saboni!" cried Maraschal, the big man who plainly was the leader, to the fellow who stole the grip.

"Yes, Maraschal," he responded, drawing his revolver and approaching from the rear. He was surrounded about as the Indians did, the pioneers when they ambushed them.

Disarmed as he was, resistance would have been folly, particularly resistance to such men, if men they could be called, as those who confronted him. When they closed in on his rear Lightfoot saw his position in its true light, and he ground his teeth like a sleeper with the nightmare.

"Keep quiet," ordered Maraschal with a deep grin of victory on his black-haired, big-boned face.

"I'm doing that," growled Lightfoot like a tiger in a cage.

"Yaaz," Maraschal shot out like a flash of the stiletto swung through the air in a deadly blow to the heart.

Saboni picked up Lightfoot's revolver, and with a glance of pride at it thrust it into his coat pocket.

Now Lightfoot was subjected to the galling operation of a search. The leader went through every pocket, and took his money which amounted to about \$43, and his fine gold chronometer, and all his papers. These letters could be of no value to them, but that made no difference with the members of a dark, treasonable carbonari in the Crescent City.

While all this was going on Saboni and Pecce stood over him with their unerring revolvers. And Lightfoot wondered whether they had ever

killed anybody in that room. The men had murdered in their souls, of that fact he was satisfied. Why would they not murder if it suited them? They were born and trained, no doubt, to be guilty of any crime the wickedest man that ever lived had been guilty of. And what would they do with him after they had robbed him and secured their booty?

They did not speak much, but what they did say was all in a language Lightfoot could not understand. He had heard the Italian hawkers on the streets in other cities enough to know they communicated to each other in the Italian language. Well aware of the fact that he was in the hands of desperate men, he began to call prudence to his

aid and send anger to the rear. He must get out of their clutches by superior scheming and entire presence of mind.

After they had robbed him and felt over every inch of his clothing, Maraschal opened the filched purse and took out the bills and the silver. Counting it over, he replaced it in a purse of his own and shoved it down in his pants pocket. His look was not a pleased one. Evidently he had expected more money.

"What do you mean to do with me now?" Lightfoot asked in a key that among civilized people would have been understood as daring scorn.

"Waite, and we wille show you," said Maraschal with a frown like the sun in a total eclipse.

TO BE CONTINUED.

OUR NEW YORK LETTER.

Local politics are fairly at white heat just now, and while they presented a mixed aspect last year, it was nothing to the kaleidoscope of organizations that are in the field this time. Domestic affairs are so important in a town which expends more than half as much as all the state governments put together, or a sum equal to one-fifth the national pay-roll with pensions left out, the prizes involved so large that we always enjoy a certain degree of that divorce from national politics which is generally deemed so desirable; though it is to be feared that political cities do not generally recognize this situation. Of course, the usual party labels prevail and to a very considerable extent the exigencies of national issues influence the action of local politicians, but there is an amount with us of what we may call independent or guerrilla action, according to the purity of its motives, that would not be tolerated by the intensity of partisan feeling in almost any other American community. Notwithstanding the perfunctory endorsement of one or the other of the party platforms, the real contest with us is invariably for control of the great machinery which is needed for the conduct of our municipal affairs; and, inasmuch as our citizens are generally too busy and too little acquainted with each other to give much side attention to politics, an unavoidable evolution has turned local politics into a sort of business, prosecuted by what we may regard as competitive bands of contractors, who bid against each other for the lucrative job of managing the city's affairs.

Outside of the inner circle of managers and their benchmen, who constitute the permanent political forces, there is, under normal circumstances, a more or less definite alignment of those citizens who really care for politics, but have

not time to actively engage in them, into one republican and two democratic organizations. Of the latter, the far-famed Tammany hall is unquestionably led by politicians who are in the business solely for what they can make out of it; but on the other hand the great majority of those affiliated with it are citizens who never have or seek any personal interest in politics, but whose sympathies lead them to act together as a body of what we used to call the "plain people," but are now more apt to style the "lower classes," and whose instinctive preference is to place public office in the hands of men with the same associations as themselves. In the other two organizations reverse conditions prevail. Men of the professional and commercial classes, to a considerable extent rich men, dictate to these, and it is the rank and file that is composed of professional politicians, as a rule, as much lower in ability, and often in character than the professionals who lead Tammany, as men generally are, who execute orders compared with those who give them.

In considering this analysis the fact must be borne in mind which explains so many apparent anomalies in New York—that we never know our neighbors, so that there is no such mingling of classes among residents of the same district as modifies political relations in country towns, or to a less degree in smaller cities. As a consequence there is an unfortunate mutual distrust between rich and poor, between the men who deal at wholesale and those who keep retail shops or work with their hands, between those who are "in society" and those who are so far out of it as to have no social aspirations, such as is found nowhere else. To this estrangement is really due half the bitter denunciation of Tammany that we

hear; and it is this, too, which explains why in the long run, Tammany has that firm hold on voting majorities which is such a mystery to outsiders, who read of it only as a sink of corruption, in papers which naturally re-echo the opinions of those who pay for advertisements. That corruption exists cannot be denied, but much is mistaken for corruption which is only class difference, those who denounce Tammany being often unable to understand how an official who does not use good grammar, whose manners are uncouth and whose views of life differ so much from their own, can be anything but a corrupt heeler, or at least unworthy of his position. In country districts they learn better, because the two men sometimes meet in private life, but in New York there is no opportunity for this.

Last year's fight, waged superficially in the interest of municipal reform, was at bottom a struggle between classes, in which the accident of its association with a political tidal wave gave an overwhelming victory to the numerically smaller class. Tammany was then authoritatively pronounced dead, but it seems to be as full of fight as ever in the campaign now opened, in which the class alignment is more marked than ever. In one respect there is a difference, however. In connection with the contest of a year ago, the good government club organization was built up on the basis of a theory of municipal government that has often been talked about, but never before crystallized; that officials should be selected for the city, solely on their personal merits and without regard to their opinions or their social or political affiliations. This was the ostensible platform, indeed, of the opposition to Tammany a year ago, but this year's anti-Tammany combination, under the sponsorship of the chamber of commerce, an association of rich old gentlemen, which long since out-lived its usefulness when the trade of the city got too large for it, has practically repudiated the professions of 1894. The clubs which came into being under the 1894 banner, however, have refused to recant their lesson, and follow their granddam leaders in a battle that has resolved itself into one for the advocacy not so much of personal as of class fitness. So we have the comical spectacle of two antagonistic "reform" tickets in the field; beside which the bands of political pirates who live politically by trading their somewhat hypothetical influence to one or the other of the larger organizations, using ostensible "independence" as a lever, have been unable to make a satisfactory deal with anybody, and as there are two of them this year instead of one, as is usual, and each has named a

ticket of its own, there is a plethora of material to vote for.

A vivid illustration of what oligarchical government may lead to is to be seen in the present situation of South Carolina. Within the memory of anyone now living, and probably throughout the entire history of that commonwealth, it may safely be said that they have never known there a democratic form of government, if we accept as the definition of such a government, one that rests upon the will of those governed. Whether it was the old Bourbon rule of slavery days and the fifteen or sixteen years from 1876 on, the carpet-bag clique of reconstruction days, or the one-man despotism of Tillman, it has always been one class that has been in the saddle, and all the others that were kept under curb and martingale. All of the dispensations have been equally bad, moreover, all reckless of the public funds and credit—it is pure assumption, by the way, that it was the negro legislatures which chiefly swelled Carolina's public debt, for the bulk of that and general disregard of its obligations dated back to before the war, when South Carolina securities were in about as bad odor as they ever became later on—and all have shown either disregard of the rights of those not in control, and the lesson is in seeing the low sense of political morality that has resulted. It used to be a favorite taunt by the opponents of democratic institutions, that these inevitably led up to the dictator. But here we see the state in the union which has been least democratic, under the heel of an absolute dictator, such as no other state has ever known. Little sympathy need be felt for the once potent aristocratic class, now given so bitter a dose of their own medicine, but it is a mournful spectacle nevertheless, to behold more than a million presumably free, American citizens so hopelessly at the mercy of one man. And it is more than pitiful, it is alarming, to find that the public conscience as to the sanctity of the franchise has been so deadened as to make possible the infamous registry law which has just been adopted; a law contrived avowedly to confirm the denial of the suffrage to the negro, but going further than this even, and practically placing in the hands of election inspectors the power to admit or refuse whom they please to the ballot box.

Jingoism seems to have had a relapse since it sought to engage us in an indefensible war with Chili and to further the schemes of Hawaiian land speculators by involving us in a costly land annexation of that far-way island. For with so much better excuse for stirring the patriotic heart, the really noble struggle in behalf of Cuba Libre has

awakened at best a cold-blooded sympathy. Perhaps it is because there happens to be no complication with domestic politics, or perhaps, because there are fewer sugar plantations in Cuba owned by American jobbers than there were in Hawaii. It would be too much to hope for general education to believe that our privileged classes have recognized that the oppression which Spain exercises upon Cuba is of the same kind and of so much more severe degree than they inflict upon their fellow citizens; that the excessive taxes which the ever-faithful isle has to contribute to the home country, are strongly akin to the tenement house and office building rentals, which have made our New York millionaires, or the tribute which a beneficent tariff has helped our coal barons or copper magnates to levy upon the nation's industries. But whatever the cause, there is some ground for shame that a livelier sympathy should not have sprung up among us for a people whose fight for liberty so strongly resembles that of our own forefathers.

Rather less brag and bluster attended the trial of the new American-built merchant ship, *St. Paul*; and as she sailed out of the harbor on her maiden trip there was almost nothing of the noisy

demonstration with which the *St. Louis* was bid godspeed. Something of this was due, no doubt, to the fact that a second edition is never as exciting as the first; but there was also a sneaking sort of suspicion that we had made ourselves rather foolish on the former occasion, and that the *St. Louis* had fallen so far short of her promise that she was looked upon, in a measure, as a failure. Both steamers are very fine boats, but neither is what they were so vaingloriously heralded to be, the finest in the world, and it may turn out that their builders, in striving for such excessive advertising, not content with the coddling which they have had at governmental hands, may have overreached themselves, and run the risk of being condemned more than they deserve. But it is we, as a people, who really deserve ridicule, for we are surely old enough and big enough to know better, as the children say; and after a century and more of national existence, it is just a little childish to keep up the old spirit of boastfulness, which mistaking provincial pride for patriotism, insists that all things which grow or are made in our land—even bad taxes and monopolies—are necessarily the best of their kind.

EDW. J. SHRIVER.

WHICH ARE YOU?

There are two kinds of people on earth today,
Just two kinds of people, no more, I say.
Not the sinner and saint, for 'tis well understood
The good are half bad and the bad are half good.
Not the rich and the poor, for to count a man's
wealth
You must first know the state of his conscience
and health.
Not the humble and proud, for in life's little span
Who puts on vain airs is not counted a Man.
Not the happy and sad, for the swift flying years
Bring each man his laughter and each man his
tears.

No, the two kinds of people on earth I mean,
Are the people who lift and the people who lean.
Wherever you go, you will find the world's masses
Are always divided into just these two classes.
And, oddly enough, you will find, too, I ween,
There is only one lifter to twenty who lean.
In which class are you? Are you easing the load
Of overtaxed lifters who toil down the road?
Or are you a leaner, who lets others bear
Your portion of labor and worry and care?

—Ella Wheeler Wilcox in *Harper's Weekly*.



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E. E. CLARK, EDITOR,
J. A. MILLER, ASS'T.

THE NEW STATE.

Utah stands at the threshold of the Union, expectantly waiting for the final official action that shall confer upon her the full privileges and powers of statehood. In strict accord with the enabling act passed by Congress, the people of Utah elected delegates to a constitutional convention at the time of the general election in November, 1894. That body convened in Salt Lake City March 4, 1895, and remained in session until May 6, upon which date the completed work of the convention was formally adopted to be submitted to the voters at the general election in November, 1895, for ratification or rejection. In the event of approval of the constitution by the people, a proclamation by the president of the United States will be the merely formal act necessary to complete the process of state making. Considering the great importance of the step from territorial dependence to the qualified sovereignty of statehood, it is but natural that the entire populace of the territory should regard with special interest the election so near at hand. Aside from the political importance of gaining for the one or the other of the great political parties a member in congress and two United States senators, the ensuing election is of more than passing moment because of the many new laws to be framed by the first state legislature of Utah. It has been the aim of each political party to select for candidates for legislative honor men of experience and wisdom in every field of action, to the end that the work of the first legislative body

may give to the new state a code of laws abreast with the statutes of the older states.

The interest centering upon the forthcoming election in Utah is not confined within the borders of the territory. Owing to the peculiar social and religious conditions that have heretofore prevailed in Utah, many citizens of other states view with a semblance of fear the consequence of conferring the power of statehood upon the people of Utah. The provisions in the enabling act and also in the constitution absolutely forbid the practice of polygamy. Thus accorded legal sanction and provided with fundamental laws, Utah is, in a governmental sense, fully prepared for statehood. Let us see how well she may be equipped in a material way.

The territory of Utah is about 275 miles in width by 350 miles in length. The population is 250,000, and rapidly increasing. The assessed property valuation is \$100,000,000, exclusive of mines and a number of industrial plants exempted from taxation. The natural resources of the territory apparent to-day are almost limitless, while the best informed geologists and scientists insist that the variety and extent of Utah's mineral wealth are not yet one-half known. The mining interests, now producing \$15,000,000 per annum, need but the stimulus of friendly legislation to record a yield of many times that sum; while the present annual output of half a million tons of coal would be doubled as the demands of mines and smelters increased.

Not only are the mountains of Utah stored with gold and silver, but also are found in inexhaustible quantities every useful metal and a great variety of natural chemical deposits used in commerce. Especially true is this of her iron, sulphur, asphaltum, salt and guano, having all these useful articles sufficient to supply the demands of the entire world. Granite, building stone, lithographic stone, marble and onyx of the finest quality abound. All these precious deposits but await the magic of applied capital to produce each year many millions of wealth for the industrious people of the new state.

But if Utah is rich in mineral and chemical deposits, she is fabulously wealthy in her natural water supply and fertile agricultural lands. While farming has been carried on in Utah for nearly fifty years with wonderful success by the hardy pioneers and their descendants, still it is but true that agriculture and the possibilities in that line of industry are only slightly developed. Whereas, the early settlers were, per force, compelled to devote their entire efforts to raising ordinary food crops in succession, varying only as the land absolutely required, the more recent years have brought to light the greater profits derived from fruit crops of such varieties as cannot be successfully grown in the eastern and middle-western states. Since the first settlement of Utah the capabilities of soil and climate have been known as exactly suited to the production of superior fruits of every class common to the north temperate zone. It is gratifying to note, now that horticulture is receiving attention commensurate with the unexcelled opportunities along that line. It is not Utopian to predict that within a quarter of a century the orchards and vineyards of Utah will produce annually more revenue than the combined production of her mines and mills. Nor need there be fear of over production in this line, since the very acme of excellence is attained in every variety of Utah fruit and less favored localities cannot hope to successfully compete with Utah in the markets of the world.

Inseparably connected with the consideration of Utah's agriculture is the question of water supply for irrigation. It is to this method of furnishing the requisite moisture that is due the absolute certainty of crop returns to the Utah horticulturist. And in this important source of wealth Utah is lavishly supplied. Already the lands adjacent to streams and lying so as to be easily watered therefrom are settled upon and under high state of cultivation. The attention of capitalists is now attracted to the reclamation of

vast tracts of superior bench land, the watering of which has been impossible without the expenditure of large sums of money. It is in this field that the skill of the civil engineer in directing vast canal systems has opened up opportunities for thousands of settlers on the best fruit lands in Utah. To such perfection has the science of irrigation been carried in Utah that the highest award at the World's Fair in Chicago went to one of the largest Utah irrigation companies.

In educational facilities Utah is up to the times, having a common school system modeled after the best in the eastern states, embracing thorough high school training in every important town and all leading up to the Territorial University at Salt Lake City or the Agricultural College at Logan. These latter institutions in courses and methods are on a par with similar colleges in other states. In addition to the public school there are many private and denominational academies maintained in the different towns and cities.

All the religious denominations are represented by churches and societies in the different localities and the moral and religious status of Utah's citizens will compare favorably with that found in any state in the Union.

An inexhaustible source of health, wealth and happiness, a feature which constitutes one of the chief attractions in Utah, is her magnificent climate. At an altitude of 4,300 feet above the sea level, with consequent rarified atmosphere, laden with saline tonic from the Great Salt Lake, the very air of Utah is a boon to rich and poor alike. Neither extreme is ever reached by the thermometer, and even the highest marking in the summer or the lowest in the winter are less noticeable than the same degree of temperature in the east, because of the small amount of moisture in the air.

It is impossible to enlarge upon the manifold resources and attractions of the new state of Utah. Sufficient is given to indicate the munificent dower possessed by the latest and fairest member of the great sisterhood of states. In population surpassing a number of the recently admitted states combined; with wealth sufficient to lightly carry the welcome burden of cost of government; with social and religious institutions of highest order and with opportunities and resources unequalled in agriculture, Utah need make no apology for craving the inestimable boon of statehood, nor shall ever the parent government have aught to regret at having added the new star to the proud ensign of our common country.

THE WAY TO MUNICIPAL REFORM.

In no place do the peculiarities of poor human nature show up with more distinctness than in connection with all manner of political reforms. It is generally the case that the nearer a question can be brought to being personal to the voter the warmer his interest and the more vigorous the fight about it is bound to be. The old saying, "more bad blood is engendered in a fight over the office of constable than over that of president," has grown to be almost axiomatic and the reason why it is so is to be found in the fact that the one is an almost purely personal matter, though covering but limited interests, while the other pertains to the highest interests of the nation but is too far away and too general to do more than arouse a perfunctory enthusiasm. While this general statement of the case is perfectly true so far as applied to candidates, its opposite is just as true when applied to measures, and especially so with the thought of reform added. Under our beneficent form of government it is the easiest thing in the world to interest the farmer in a scheme for the reforming of our banking system or for the nationalization of our railroads, but present to him a plan, no matter how simple, which promises to lower his county taxes and simplify their levy, or which promises to bring good roads to the doors of his granary, and see how quickly he will lose all interest. The same has been true in even greater degree of the dwellers in our cities, though the constant agitation of late years is beginning to bear fruit in the concentrating of intelligent thought upon many of the more important of the problems of municipal government. Little has been accomplished as yet in this branch of the general reform movement, but there is encouragement in the knowledge that attention has been turned in the right direction. The need for far-reaching and lasting reforms is beginning to be generally appreciated and the people are fast working up to a pitch where they will demand that these reforms be made and will not be refused.

It is pretty generally admitted by those who have made a study of such matters that our cities are the worst governed of any in the civilized world, but this will only make the reformation so much the greater when it is accomplished. In the mean time we should bear in mind that Rome was not built in a day and lose no opportunity for finding the way into better things, no matter how small the advance. One of the Minnesota senators recently returned from quite an extended trip through England and Scotland and gave the *St. Paul Pioneer Press* a glowing account of the

methods by which he found Glasgow to be governed. The gentleman in question is said by the *Press* to have made something of a study of municipal governments and to be fully qualified to pass intelligently on what he saw, and, that being the case, Glasgow must be very near the model city. In fact, he says that Glasgow is the best governed city in the world, meaning "that its government gives its citizens more for less taxation and without a suspicion of corruption in its management." The chief advantages enjoyed by the citizens of this model city are summarized as follows:

Glasgow owns and operates its own gas and electric light plant and, in addition to lighting the streets of the city, lights the dark hallways of tenements and thereby has lessened the commission of crime. It owns and operates its water supply, which is obtained from Loch Katrine, sixty miles distant, and no city has a purer water or a more abundant supply. It owns and operates its street railways, which, until July, 1894, were operated under a lease to a local company. When the lease was about to expire great efforts were made by the company to obtain a renewal—but the city fathers said "no; if you can operate it to a profit, so can we to the people's profit"—although they have had the active competition of the company, which at once established bus lines all over the city, the fares have been reduced 50 per cent and the extensive expenses incident to starting in the business nearly paid for. I have the exact figures, but they are not at hand. You can ride on their cars for a mile for a half-penny, which is equal to one of our cents. They have only horse car lines, but they are experimenting with electricity and will soon have the best.

Many sincere reformers are opposed to adding these forms of public service to the old established functions of city government and there is doubtless reason in their objections, though the tendency of the times seems to be in the direction of the Scotch city under consideration. Whatever may be the outcome of this tendency to socialism all will agree that it is far preferable to the reckless manner with which American city councils have been accustomed to give away the most valuable franchises, when there was no purchase price in sight. However distasteful any suggestion of socialism may be to many, but few will attempt to controvert the statement that no franchise based on the need for public service should ever be allowed to get entirely beyond the control of the people who give it its value, and the future conduct of these matters will unquestionably be more directly in this line.

The significant portion of the discoveries made in Glasgow, however, is to be found in the following statements:

They have no civil service rules for the employment of help in any of their departments and that so great is the patriotism of those who govern the city that they do not need such rules, for no one attempts to get employment through friendship or favoritism, for if it were known that a councilman (and there are seventy-five of them in the city) had attempted to secure a place for a man in the city employ his political doom would be sealed.

Party politics do not enter into nominations for city office there and it is often the case that a Liberal is returned without contest from a Conservative district.

other words, the people do not want party politics to govern non-political offices, and they will not have it so.

The lesson of this is plain, so plain as to hardly need elucidation. Whatever sort of government the people of any city demand, honestly and firmly, they will get. When the people become patriotic enough to drop partisanship from their

city affairs and to allow merit alone to direct the choice of the public servants, when they set the stamp of their disapproval not only on the alderman who sells but the citizen or corporation doing the buying, then and not till then may we hope to see permanent improvement in the conduct of our city governments.

ENFORCE IT OR REPEAL IT.

It is safe to say that our national congress never passed a law which has been the occasion of so much expense and trouble in connection with efforts to enforce its provisions, as has the act commonly known as the Interstate Commerce Law. It is unnecessary to recite its provisions; it is well known that its whole intent was to prevent discriminations in favor of, or against persons, firms or localities. It was intended to provide open and fair competition in transportation by railroad. A large, elaborately equipped and extremely expensive commission was provided for the purpose of seeing to it that the provisions of this law were enforced. Millions of dollars of the money of the people have been expended by, and in connection with this commission in efforts to enforce even the spirit of this law, but it has seemed that the government, with all its legislative, executive, judicial and police powers, has been impotent. Pools have been openly formed in violation of this law, and their formation and existence have been publicly advertised. Rebates and special rates, prohibited by the act, have been continuously paid and granted, and it is safe to say that the proportion between the violators of this law and those who have been punished therefor is as five thousand to one.

It is true, that by shameful distortion of the letter and spirit of the law it has been made to serve as a weapon held over workmen who had nothing in the world but their ability to toil, and who were striving by united effort to wring from their employers fair treatment.

Aimed to curtail the influence or power of railway corporations or combinations, this law has been moulded by a pliant judiciary into a means of strengthening their position and increasing their power. If the employees of a railway company have trouble with their employers and the fellow employees on connecting lines refuse to handle the business of the offending company, the power of the law is immediately invoked and an injunction immediately issues restraining the employees from interfering with or delaying interstate commerce in violation of the law. If a railway company refuses to subscribe to conditions

or rates agreeable to its connecting and competing lines, they at once, and in combination, institute a boycott against it and prevent free and unrestrained movement of interstate business by refusing to afford proper facilities for the public to travel or ship over the lines of the offender. In this case no injunctions issue; no persons are adjudged guilty of contempt of court, but the boycott goes merrily on regardless of how much interstate traffic it interfered with or how much "irreparable injury" is done. We do not believe in the boycott, but we do believe in applying the law to all alike. If the railway companies are to be allowed to boycott each other the employees should also be allowed to boycott one of them.

Some time after the enactment of this law, in the trial of a case of alleged violation, witnesses refused to answer questions on the ground that to do so would tend to incriminate themselves, and to force them to answer would be a violation of the fifth amendment to the constitution of the United States, which provides: "No person shall be compelled, in any criminal case, to be a witness against himself." It is readily seen that no convictions could ever be had unless those parties to, or cognizant of, these secret violations of law, could be required to testify. In February, 1893, congress enacted a law providing: "That no person shall be excused from attending and testifying * * * in any cause or proceeding, criminal or otherwise, based upon or growing out of any alleged violation of the act of congress entitled 'An act to regulate commerce,' approved February fourth, eighteen hundred and eighty-seven, or of any amendment thereof, on the ground, or for the reason, that the testimony or evidence, documentary or otherwise, required of him, may tend to criminate him or subject him to a penalty or forfeiture. But no person shall be prosecuted or subjected to any penalty or forfeiture for, or on account of any transaction, matter or thing, concerning which he may testify, or produce evidence, documentary or otherwise, * * * in any such case or proceeding."

In May, 1895, the grand jury of the District Court of the United States for the Western Dis-

trict of Pennsylvania, in considering a charge of violation of the Interstate Commerce Law against E. F. Bates and Thos. R. Robinson, officers of the Alleghany Valley Railway Company, had before them, as a witness, Theodore F. Brown, auditor of the said company. On the ground that his answer would tend to accuse and criminate him he refused to answer a question as to whether or not he knew of any coal having been transported for a certain coal company at less than the established tariff.

This declination was reported to the district court, and Mr. Brown was ordered by the court to show cause why he should not answer this question or be adjudged guilty of contempt of court. He again refused, and was declared guilty of contempt of court, fined and "committed to the custody of the marshal until he paid the fines and answered the questions." Petition for writ of habeas corpus was made to the court, claiming that to force him to answer would be in violation of the constitution, and that his detention was unlawful. In passing upon these questions, Judge J. Buffington (Judge Acheson concurring) said:

"In practical effect, the legislative act throws a greater safeguard around the petitioner than the constitutional provision. Before he testified, he could have been charged with a violation of the Interstate Commerce Law, in which case the amendments only protected him against compulsory self-crimination. He was liable to a possible

verdict of guilty if the necessary proofs were given, but under the legislative act, when he has testified, the law excepts him from its operation, makes that which was before a possible crime, a mere matter of indifference, and shields him from subsequent prosecution. The sweeping words of the statute,—as broad as human language can make them,—afford absolute indemnity to the witness; no crime exists as to him; it is not a pardon; not an act of amnesty; no charge can be made against him, for it is illegal to even prosecute him, viz: 'No person shall be prosecuted.'

To our mind, the constitutional provision, in words and purpose, is plain. In the Counselman case the witness was protected from the manifestly self-criminating answers which would have disclosed facts upon which a prosecution,—to which he was still left exposed,—could be based. But, owing to the act of 1893, no such consequence can ensue if the present petitioner is made to answer.

Such being the case, the constitutional provision does not concern him, and if it does not, the act which compels him to testify is not unconstitutional."

This decision should be promptly affirmed by the Supreme Court of the United States, and it may then be expected to infuse a little of the elixir of life into the famous "act." If the decision be reversed, better for all that the Interstate Commerce Act be unconditionally repealed.

A DOUBLE DISAPPOINTMENT.

By the time this issue of THE CONDUCTOR reaches its readers it is more than probable that the much advertised visit to this country of J. Kier Hardie, the English socialist, will have been brought to an end. He has been spending something like two months visiting the cities and points of interest in our nation, his visit proper commencing with the celebration of Labor Day in Chicago. So much has been said and written of this gentleman, both by friends and opponents, that his visit was looked forward to with much more than the usual amount of interest, especially among those who are in the habit of giving thought to any of the social problems of the day. It is perhaps safe to say that the man has proven to be a disappointment to his friends as well as to those who are opposed to his school of philosophy. We have had no opportunity for personal observation but, as gathered from our exchanges, the consensus of opinion among those of our best thinkers who have attended his meetings appears to be that the man is by no means so profound a

thinker or so strong an advocate of what he regards as essential economic truths as he should be to occupy the position he does as leader of the socialistic school of England. At the same time, those among his hearers who were inclined to be extremists were bitterly disappointed by the moderation of his views and it is doubtful if he could rally to his support a half dozen adherents among the followers of the red flag in all of our large cities. If his visit was made with the thought of starting a propaganda of the socialistic faith in America, it was a decided failure, but if it was made to disabuse our minds of extreme views regarding his party and principles, gathered perhaps from careless friends as well as bitter enemies, it was unquestionably a success. Perhaps the greatest disappointment of the visit was that experienced by the friends of socialism who had expected to find in Mr. Hardie all the elements of the Moses whose mission it will be to lead the socialistic hosts out of bondage and into the promised land. There was nothing of this sort to be

discovered in the make-up of the gentleman, who is simply a fairly well-informed, active, observing and fearless leader, without any of the elements of greatness, and no promise of ever attaining thereto. A writer in a recent number of *The Minneapolis Times*, who was evidently disposed to be very friendly to Mr. Hardie, gives the following as the one essential of leadership discovered by him in analyzing that gentleman's character:

Mr. Hardie is fitted for leadership in at least one respect. He is a man of excellent personal habits. In this respect he is like Terrence V. Powderly, formerly general master workman of the Knights of Labor of the United States. Mr. Hardie is a teetotaler and so is Mr. Powderly. Mr. Powderly, it will be remembered, carried his temperance idea pretty far—probably not too far for the benefit of the cause of organized labor. He got the constitution of the order to provide that men engaged in the liquor business, whether dealers or bartenders, were ineligible to membership in the order. Mr. Powderly believed that the great extent to which wage workers patronized the saloons was a very serious handicap to the whole organized labor movement, and he never failed to

let people know what he thought in that direction. Mr. Hardie says he wishes there were more teetotalers among the wage-workers of the world. He realizes that the working classes are spending altogether too much of their time and their money in the saloons. He thinks there is a very considerable improvement in this respect, however, and hopes for still more.

It is hardly fair to judge of such a man outside his own proper environment, and unquestionably our own labor leaders would suffer in the same way if they were to visit in the old country and were there to be analyzed according to old country methods and ideas. Whatever may be Mr. Hardie's shortcomings, when viewed from an American standpoint, he has conducted himself while here in a quiet and gentlemanly way, has thoroughly disappointed all those who thought to find in him a blatant anarchist, and leaves behind him a much better impression than did his predecessor, Burns.

After a suspension of nearly two years, *The Brass Worker*, official organ of the Brotherhood of Brass and Composition Metal Workers, has resumed publication under the direction of William Anderson. Those who followed the course of this journal in the past will remember it as an ardent and forceful worker for the cause of organized labor in all its branches, and will gladly welcome its return to the old field. May its success under the new conditions be as bountiful as its deserts.

Considerable attention is being paid to the "old age pension" idea by the members of labor unions in this country and propositions have already been formulated to be presented to some of the state legislatures this coming winter. This is one of the ideas first advocated by organized labor that is slowly coming to be accepted as the proper governmental policy. France has accepted a portion of the plan by granting a pension to aged workmen who have been for ten years subscribers to a benefit society. Other of the old countries are considering the same proposition in modified forms, and another half century will doubtless find it one of the most firmly established of all the principles of government.

"A shorter day for labor" continues to be the all-absorbing topic with a great many of the labor organizations throughout the country, and its discussion seems to grow in interest and enthusiasm as the time passes. There can be no doubt as to its vital importance, especially to those classes of workers whose domain has been most seriously invaded by different kinds of labor-saving machinery.

It is hoped that the shortening of the hours will go far toward relieving many of the distressing conditions thus imposed upon great numbers of our most efficient workmen. No other remedy offers so much of hope, and where a trial could be given with so little of trouble and expense it would seem criminal to refuse it. A number of the stronger organizations are now arranging to submit to a vote of their members a proposition for the establishing of a general eight hours day on the 1st of May next, and it is safe to say that it will be uniformly confirmed. Whatever may be the result of the adoption of the new policy as a relief for the congested condition of the labor market, it must certainly be endorsed as a humane measure. The growth of sentiment in this regard has been slow but it has been none the less sure. Only a few years ago and many of the clearest thinkers among our workers were opposed to the short day because it meant a short wage, but they are now very willing to take the needed rest and with it all the conditions which may naturally follow. The improved condition of the men who have sufficient time to recuperate, mentally and physically, after one day's work before beginning the next, is apparent, and the fact that more men will be needed to accomplish the same amount in a given time will bring about a change in the employment of labor which cannot but be to the benefit of all.

Despite the almost uniformly unfortunate history of such undertakings, this country is about to witness another attempt at the formation of a co-operative society. Colorado has been selected as the scene of this latest venture, and the ambitious patriots who aspire to lead the way to the new faith and

the new mode of life are graduates from Shawnee and Douglass counties, Kansas. The plan upon which the colony is to be founded is very similar to that of the famous Brook farm. There will be no community of interest in the land, the only joint ownership being in public works. An irrigating ditch is already under way to bring water from the San Miguel river, and each member is required to take a one hundred dollar share in this enterprise. The town will be laid out on the Greeley plan, with business lots in the center, residence lots surrounding them, five acre lots outside for gardeners and poultry raisers, and still farther out forty acre farms. A public library, bath, laundry, kitchen and dining room, co-operative store and school will be established. All matters of legislation will be in the hands of the people. As has always been the case in the past, this experiment will be followed with a great deal of interest, but it is fairly safe to predict that its fate will be in no wise different from that of similar undertakings, now gone before. The great trouble with all such attempts is they are founded on the baseless supposition that mankind can be legislated into righteousness. No people can be made perfect by an act of legislature, neither can they take on angelic attributes by signing the constitution and by laws of any co-operative scheme. Improvement, both social and political, for any people, is a matter of slow growth and long and persistent endeavor. When the individuals making up a people have reached that degree of perfection which will make it possible for them to trust each other to the utmost limit and to have all interests in common, secure in the knowledge that what is to the advantage of one must be the concern of all, then such schemes as the one in question will be possible but unnecessary. When that time comes mankind will be one great family with a unity of interest and purposes bounded by the good of others, and all laws will be as thoroughly out of place as would the code of Justinian in infinite chaos.

One of the most notable gatherings of railroad men held in this country during the past summer was the international conference of the Railway Y. M. C. A. at Clifton Forge, Va. This was not only a notable gathering, but it was a very significant one as well. It has been but a few years since it would have been impossible to have found in all this country one tenth as many men employed in the active railway service and giving up at the same time much of their best thought and effort to the line of work followed by this association. When once, however, the advantages of this association work among railroad men began

to be fully appreciated, when the managers commenced to learn that sober, careful, self-respecting help was the best possible help, when the men themselves commenced to learn that by taking on the attributes of a true Christian manhood, they not only at once placed themselves upon a higher plane of living, but made their services just so much more valuable to their employers, the association took on a splendid growth, as was exemplified by the meeting under discussion. Every department of the railroad service was there represented, from president to section hand, all meeting upon a common platform of Christian brotherhood. As might be expected from such a gathering, the sessions of the conference were almost entirely free from conventionality but the discussions were intelligently directed and the delegates were made to feel that every hour brought its measure both of pleasure and profit. The speech of President Ingalls was one of the most memorable features of the conference, giving as it did, the strongest possible endorsement to the work of the association. Through just such lines as it is the especial function of this association to follow, he said, they had been helped to solve the two great problems which confront every railroad management, the maintenance of discipline and the profitable conduct of the property. Other and equally high compliments were paid to the work, in fact, it was evidently the settled opinion of the delegates that wherever the association had been pushed among railroad men it had been demonstrated to be a profitable investment from a financial, as well as a spiritual standpoint. Taken as a whole, the conference was one of the most successful that has yet been held by the members of the association, and the five hundred delegates present all returned to their homes refreshed for the trials and labors of the coming year.

Freight agents, the country over, are just now giving their best thoughts to the solution of the problem of how to secure cars enough to transport the tremendous crops of this year. With the magnificent equipment possessed by most of the important lines no difficulty should be experienced, even when nature has been so bountiful as during the past season. This would seem to be especially true when we remember that most of these same roads have been busy during the late summer and fall making special preparations for just this emergency. In the face of all preparation the undertaking seems to grow heavier with the passage of every day, and by the time the crops are fairly in motion there will be but little time left for leisure to any of the men connected with the freight

department of any of our great east and west lines. Something of an idea of the magnitude of the problem facing the general freight agents may be gathered from a brief resume of the figures upon which some of them are basing their plans for operations during the fall and winter. One of these gentlemen recently stated that at least a million cars would be needed to convey the grain crops from Chicago east. This estimate is unquestionably far below the truth, but even admitting that the added burden upon the roads for the season will be no more than is here indicated it is easy to perceive that the trunk lines are certain of an enormous traffic. One million cars means 33,333 trains of thirty cars each, and as there are really only eight lines that carry any considerable percentage of the east bound business, this would allow about eight thousand trains to each of the leading lines, dividing the business according to the percentage now allotted each. Thirty trains daily of thirty cars each would mean only nine hundred cars taken from the grand total, and this same carried throughout thirty days of the month would mean but nine hundred trains out of the whole eight thousand. Thus it will be seen that at least seven months will be necessary at this rate to complete the grain carrying business, and when we remember that the ordinary traffic of the roads will be much greater than usual, it will be readily seen that for the next seven or eight months the east bound trunk lines are certain to have no opportunity for rusting away. As has been before remarked, there is encouragement in all this for the trainmen of every degree, as every added train means employment for so many additional men. It is to be hoped that the coming season will be a busy and profitable one, not only to the railroads and their employes, but to the farmers who have made this prosperity possible.

A recent number of the *New York Sun* contained an interesting review of the latest blue book issued by the British Board of Trade. The book in question gives the statistics of wages paid in Great Britain in trades requiring some degree of skill, but excludes the workers in textile trades and mining, they having been reported upon before. The figures given are for 1886, the English statisticians having just reached that point in their labors, but the figures of the census of 1891 are available in some particulars, and a comparison will be found of much interest and value. This is especially true of the earnings of railroad men, since very complete returns were made by the companies for 1891. From this comparison it will be seen that the average of wages has risen

by one guinea, or \$5.11, in five years, being now £59 and 18 shillings; 44.8 per cent of the men received less than 20 shillings in 1886 to 42.1 in 1891, and 44.5 received between 20 and 30 shillings in the latter year, against 43.1 in the former. In England nearly two-thirds of the locomotive engineers receive over 40 shillings, or \$10 a week, and only three in 1,000 less than 30 shillings. In Scotland only one-twelfth of them get 40 shillings, while 320 in 1,000 get less than 30. Firemen get about one-half as much as engineers. Two-thirds of the English guards are paid over 25 shillings per week, but signalmen are paid much less. It would be obviously unjust to undertake a comparison between these wages and those paid in this country without knowing more of the relative cost of living in the two countries, but the thought of a competent engineer being compelled to work for \$10 a week will seem strange to his brethren on this side. The same is true of the conductors who work there for from \$6 to \$7 per week, while firemen get but \$5. If living costs but half as much there as it does here the balance is still with us and so long as it continues there will be no great rush of competent railroad men to secure the old world wages. There is encouragement for the English workers in the conclusion of the report which is that the tendency is toward a slow but constant increase, and it is safe to add to the report that much of this increase is due to the efforts of their organizations.

The following telegram recently sent from Sioux City, Iowa, to an Omaha paper, tells its own sad story:

Mrs Louise Johnson and three young children were discovered today and removed to the hospital from a deserted house on the river bottom, where they have been lying ill with typhoid fever for three weeks without fire, bed, medical attention and almost without food. Mrs. Johnson came here from Sioux Falls after her husband, who had preceded her in search of work. On her arrival she found that he had already left town and the day following she was attacked by the fever, from which she still suffers. Being without money she crawled into the house where she was found. There her children also came down with the sickness. When found they were nearly starved. The mother and one child are not expected to live.

The very fact that such things are possible in what may well be called the most prosperous portion of the globe, shows the incompleteness of our civilization, and stirs the very depths of every soul that is possessed of feeling. So long as such horrors exist in our midst it will continue to seem but little less than criminal to contribute annually millions of dollars for the purpose of furnishing comforts to the inhabitants of the torrid zone. The more practical among our true philanthropists have long appreciated this fact and have been giving up their best thought and talent to relieving the misery and want to be found at their own doors. After some hundreds of years of costly

experimentation it was discovered that the only charity worthy of the name is that which simply enables a man to help himself and the only work which promises lasting benefits is being done along that line today.

The most truly philanthropic and charitable acts in this direction are generally those about which there is the least noise made. A notable case of this kind is one which is again called to our attention through the columns of the daily press. Mr. H. H. Camp, a veteran banker of the city of Milwaukee, Wis., in 1886 organized what is known as the Charity Relief Association. In organizing this association, Mr. Camp founded a charity endowment fund. He donated to this fund \$40,000, and the articles of organization or laws of the association provide that after the necessary expenses are paid, one third of the income is annually to be used for gifts or loans to deserving poor, until such time as the fund has increased by gifts or otherwise to the sum of \$100,000. After that time one-half of the net income is to be used until the fund reaches the sum of \$200,000, after which the entire net income is to be used in charity as above. The fund has reached the sum of \$60,000 and is still growing. The portion of the income available annually for charity is distributed through an agent of the Associated Charities. In some instances it has been loaned, but the greater

portion of it has been given to those needing a lift, to tide them over periods of misfortune, enforced idleness or sickness. In this act and in the exercise of the spirit which prompts it, Mr. Camp is entitled to the highest possible degree of credit.

Such charitable undertakings as these are eminently practical and much may be expected from them, not only in the way of relieving misery, but of holding those aided back from the ranks of professional paupers. It is to be hoped that the attention of more of our millionaires may be called to these methods of giving and that they may be brought to see how much more they can benefit humanity in this way than by devoting their surplus wealth to the endowment of universities where millions are annually expended in teaching the sons of the wealthy some new brutality in football. Every such case as the one at Sioux City is more than a misfortune; it partakes of the nature of a public crime. The responsibility rests upon all in the direct ratio of their ability to prevent, and such undertakings as those at Milwaukee show that the responsibility is felt, and it is only a question of time when it will be fully met. The situation is full of hope, and if all will only work together for the same ends the time is not far distant when a repetition of this suffering will be as nearly impossible as the limitations of poor human nature will permit.

COMMENT.

It is rather an extraordinary point of view at which the average banker usually places himself when discussing measures affecting the banking interests of the country. This point of view exposes itself whenever it is seriously proposed to enact laws calculated to render the banker's control of the country's finances less effective than it is, or to in any manner abate the exceptional governmental privileges under which they do business. Talk to a protectionist iron manufacturer about removing the duty on iron, and he'll tell you it would be the ruination of the iron trade; tell the sugar refiner that the duty on sugar must be removed, and he'll tell you that the American sugar refiners must then shut up shop and retire from business; mention free wool to the protectionist wool grower, and he'll give you his word of honor that the wool industry will never again raise its head upon American soil; and so it goes throughout the entire list of "industries," each objector confining his objections to his own particular line of business, as a general thing. But talk to a banker about governmental currency and the abolition of private

banking privileges, and it will be found that he's not so modest as to confine his objections to the effect which would follow to the banking interests of the nation. Oh, no! nothing of the sort. The bankers never think about themselves as a class; their gaze is always fixed upon society in the aggregate; it is never the banking interests that are attacked, it is society itself, from its very foundation to the highest pinnacle of its mightiest achievement, that is always involved in the dire calamities which would surely follow the introduction of any such nonsense into legislation! The average banker always reasons from the assumption that the bankers, as a class, are the very pillars of the entire social structure, but for whose magnificent strength and untiring vigilance the whole fabric of society would come tumbling about one's ears and humanity relapse into barbarism, from which point it is an easy matter for him to identify his own personal interests with the general social welfare; and it then naturally follows that any attempt to legislate against the banking interests, any abatement whatever of banking privileges, is a direct attempt to subvert

the very foundations of social order and throw everything to chaos. And the person or party making such an attempt is, of course, an enemy of society, a foe to social order, a hideous monster deserving only to be execrated with the fearful name of socialist, populist or anarchist, and cast entirely outside the fold. Having placed himself at this extraordinary point of view, the average banker, like the fly on the wheel, is generally in proper condition to place a good sized stock of ignorance on public exhibition, and give utterance to many things which are entirely devoid of sense. One who has followed the proceedings of the numerous bankers' conventions which have been held about the country lately, will be at no loss to discover the point of view.

* * *

Probably the least sensible utterance of this class which has made its appearance, comes from the convention of the National Banking Association, at Atlanta.

This utterance came in the form of a protest against the free silver movement, from one of the delegates, Judge Aldridge, of Dallas, Texas, who, during the course of an extended speech against silver, delivered himself of the following choice bit of argument:

"The underlying, fructifying element of this $\frac{16}{1}$ movement is socialism. It is the same old effort to get something for nothing. The Coxeyites wanted grub for nothing. The single tax cranks want land for nothing. The populists want government monopoly of transportation, and private monopoly of the wailing business, for nothing. The $\frac{16}{1}$ people want 50 per cent of debts for nothing. The Bellamyites want everything for nothing."

It's enough to make a horse laugh to hear a banker condemning any movement from a "something for nothing" standpoint. "Something for nothing" is what the whole institution of banking is based on, and it is because they get so very much for nothing that the banks are beginning to find the people aroused to the enormity of the robbery which is being perpetrated against them. But the ignorance of such criticism as this appears in the classification of socialism, single tax and nationalization of railroads, along with free silver, as movements to get "something for nothing." The movements so designated are protests against the very thing they are charged with. If it were not for the vast number who are engaged in the effort to get something for nothing from the weaker members of society, using government to aid them in the effort, these movements would never have been heard of, and the very strength of the movements in question

lies in their promise to prevent anybody from getting "something for nothing." The condemnation of government ownership of railways in particular is highly inconsistent in an advocate of the gold standard. Government ownership is the adopted policy of half the civilized nations of the world, and the goldbugs are constantly pointing to the example of other civilized nations as a strong reason why the gold policy should be adhered to in the United States. If we should cling to the gold standard because it is the policy of other civilized nations, why not adopt government railways for the same reason? Outside the United States there are, in round numbers, 230,000 miles of railway in the world, and of this mileage 95,793, or about 42 per cent of the whole, belongs to the governments where it exists. This mileage includes all the highly civilized countries outside of the United States, except Great Britain and Spain, and the countries which own this railway mileage certainly never became possessed of the same through the action of any body of wild reformers, animated by a consuming desire to get something for nothing. This Texas banker ought to post himself a little on the status of the question before condemning government ownership on such grounds. What a medley of thought must be in that man's head to enable him to perceive the analogy between free silver and government ownership of railways! But the reservoirs of thought of most of our great men are fully as muddy as this one appears to be.

* * *

As a matter of fact, the leaders of the silver movement appear anxious to induce the populists, from whom they expect to draw a large share of strength in its support, to give up the idea of government ownership for the time being, and concentrate attention upon silver as the major issue. The silver men in the populist camp are calling on the government ownership men to drop their demands and concentrate their strength on silver, because, as they say, government ownership would amount to nothing without free silver,—and they point to the conditions of the masses in gold standard government ownership countries to support the assertion,—and they would draw together by this means thousands of silver men who are now repelled from the party because they cannot endorse the government ownership theories. The populist party appears likely to split on this silver rock in '96.

In a recent issue of Senator Stewart's paper, the "*Silver Knight*," the case of Italy was cited in support of this view. Italy is a gold standard, debt-ridden country, where the masses are in

dire poverty, yet the government owns about 75 per cent of the railway mileage of the country. This is quite true, but the example is an unfortunate one by which to prove the inadequacy of government ownership, as the Italian railways are all operated by private companies for private profit. Of the 96,000 miles of state owned railways in the world, about 10,000 miles are leased in this way to private companies, leaving 86,000 miles which are both owned and operated by government.

The private owned railways of Great Britain are sometimes cited as an instance of perfectly controlled private railways, and the superiority of such a policy to that of government ownership. The United States is sometimes enjoined to go and do likewise. If the United States govern-

ment had as effective a lever of control at its command as has the government of Great Britain the advice might be considered good. Great Britain controls her railways with the club of government ownership. As the law stands, and as it has stood since 1844, the English government has the right to acquire any railroad by purchasing it for a sum equal to twenty-five years' purchase of annual divisible profits, estimated on the average annual profits for the three years preceding the date of purchase. With such a law always staring them in the face, the private railway managers don't dare to too openly resist the government's efforts at regulation. If the United States government had some such a law in force the interstate commerce law would not be so nearly a dead letter. "B."

BORROWED OPINION.

The Chicago & Eastern Illinois Road yesterday gave a practical test to a new audible electric block signal, which, for simplicity and effectiveness, is destined to take its place among the best of the block signal systems now in use.

The signal consists of an electric gong placed in the cab of engines, which rings when a train, car or engine is on the track within any given distance of the moving train. This is accomplished by electrical block signals placed at certain distances along the track. Each mile of railway is isolated and independently protected from the other, and in case of danger on the line the alarm gong is rung in the engineer's cab at least one mile distant from the obstruction, and it rings continuously until the bell is shut off by the engineer. The signal is simple in construction, and is said to be inexpensive.

The test was made on a stretch of track four miles long, between Glenwood and Chicago Heights, where there are several sharp curves and a few grades. The test, which was given for the benefit of a party of railroad experts and newspaper men, was a success, and but few weak points were discovered.

There are many interesting features connected with the system shown in practical operation. It was shown that the system will give timely alarm to the engineer of a moving train when approaching a standing or moving car or locomotive on the same track, and of an occupied grade crossing, an open switch or drawbridge, or a car projecting from a side track over a main track. As the signal given is in the cab of the locomotive, which will continue to ring until stopped by the personal act of the engineer, it follows that the system ought to be as effective in darkness as in daylight.—*The Inter-Ocean*.

Many of the employes of the South Australian railways have been diligently qualifying themselves to deal with accidents. Several ambulance classes have been held at the Adelaide station, and

another class is about to be inaugurated. Many of the men have gained their certificates of competency, and a room has been set apart where they can meet from time to time to practice. Recently, by request, Mr. F. Wright, J. P. chairman, and Mr. J. P. Roberts, secretary, of the St. John Ambulance Association, met Mr. McNeil, traffic manager, and Mr. McArthur, traffic superintendent, at the Adelaide station, and were shown by Mr. D. H. Griffen the provision for dealing with accidents. Three stretchers were in readiness for use at a moment's notice, and a box of appliances ready to hand containing bandages, splints, wadding, plaster, oil, etc., which would enable ambulance men to render very efficient first aid in case of accident. One case may be cited. A man was run over by a train and lost both legs. By the prompt action of ambulance men at the station the bleeding was arrested, the man was forwarded to the hospital, and his life was saved.—*New South Wales Railway Budget*

One of the thoughts of the day which seems to have spread extensively among the thinking people of our nation is that the little island of Cuba should be freed from the tyranny of Spain, and, also that the United States should extend a helping hand to further that end. * * * Cuba is struggling to release herself from the same sort of foreign oppression as the American colonies rebelled against over a century ago. The same spirit which inspired our forefathers to take up arms in 1776 is in the breasts of our neighbors, and no American who loves liberty and self-government should withhold his sympathy from them. More than that, the sympathy should be backed with assistance, and the assistance should be a declaration by Uncle Sam that he will protect Cuba for the same reason a big, healthy school-boy, possessed of generous impulses, will intervene between a bully and some weakling whom he is abusing.—*The Railroad Telegrapher*.



Editor Railway Conductor:

Each month I have looked in *THE CONDUCTOR* expecting to see something about Pinnacle Division No. 71, but alas, I have looked in vain; so I will try and give the Brothers and Sisters some idea of our doings since organizing.

Pinnacle Division No. 71 was organized April 9, 1895, with twelve charter members, Mrs. C. P. Hodges being our organizer. We were very much pleased with Sister Hodges, and all the Sisters who so kindly assisted her. We say, come again.

The work of organization was completed about 6:30 p. m., when we chartered a 'bus and wended our way to the home of Sister Fox on the Pinnacle, where we gave a banquet.

I cannot mention all the different amusements during the evening, but one feature I will make a note of was the skirt dance by Brother M. E. Lucas. Part of the night was spent in games, but at the hour of 12 we said good night, thinking how royally we had been entertained.

April 23d found us holding our first meeting, and we now began to realize what a responsibility was ahead of so small a band, with only a few dollars in our treasury.

We thought we might just as well commence business, so the Sisters proposed a sociable to be held at Sister Vantassal's, it being the most suitable place in the city.

The 10th of May was the day set for the occasion. The 10th came. The thermometer was 95 at 11 a. m. Everything lovely, the writer at 5:30 p. m. started for the sociable with summer clothes and fan in hand. In one hour's time the wind was blowing a perfect gale. I left my fan and came home, changed from my summer outfit to my winter clothing, and returned to find a welcome fire and all was bright and cheerful inside. We served ice cream all evening, and at 10:30 had about half of the cream left. Thinking the thermometer might change the other way, we concluded to continue the next evening with the addition of hot coffee. That sociable was really discouraging, although we made expenses with some money ahead.

This scared us and made us think of the cold winter nights, so we thought it would be a good idea to make a comforter and have it ready. Comforter bought, Sister Lucas invited us to her house one warm afternoon to make it. Our jolly crowd was then treated to refreshments, which were duly appreciated. Brother Lucas has broken our band by moving to Maquoketa, Iowa. We not only lose our President, but a faithful worker also, and we realize our loss.

Sister Lally gave a card party in honor of our President, where the ladies and their husbands spent a very pleasant evening. We all were right at home, especially when the cream and angel food cake were served; it was delicious, and from the amount eaten anyone would judge us lovers of delicacies. Before leaving we presented our president, Sister Lucas, with a souvenir spoon. She was greatly surprised, although very much pleased with our offering. We then left for our homes, bidding our dear Sister farewell, and declaring Sister Lally a royal entertainer.

Work has again seized us. The comforter done, a chance book, containing 148 numbers, was prepared by Sister Van Tassal, and the numbers were rapidly sold. The conductors thought we were greedy, but 10 cents a chance is not much, especially for the lucky one who draws the comforter. September 12, all chances sold, a special meeting was held on the same day, and we concluded to give a sociable, serve refreshments and then raffle our comforter. Sister A. E. Hodges opened her doors to us on this occasion. The Division room thermometer rose to 100 during our meeting. This made us think of ice cream. We finally decided on the 13th of the month. We now number thirteen, having one new candidate.

The appointed time came, and the weather was quite favorable. At 7:30 the sweet strains of the mandolin and guitar helped to draw a crowd and make the evening more cheerful.

Miss Edith Hodges and her friends favored us with some fine selections of vocal music and recitations. We extend thanks to them. Only those who have visited at Sister Hodges' know

what a good time they always have. At 9:30 the raffling came off, the lucky number being 51, which was held by Mrs. Lizzie Des Parois, No. 54 Bowen street.

Everything went off well and we realized \$13 on our comforter. We conclude that "13" is no unlucky number.

How much I wish that some of the Sisters from the other Divisions would visit us. I think it would encourage us, and you would receive a hearty welcome.

Savanna, Ill.

MRS ED. SCHMITTEN.

Editor Railway Conductor:

I have much pleasure in informing your readers of a Ladies Auxiliary to Divisions 17 and 345, Toronto, Canada, which was organized in this city on September 2d, by Mrs. Wiltse, of Division No. 5, Philadelphia. During her stay in the city Mrs. Wiltse was the guest of Mrs. Anderson, of Beaconsfield avenue.

The new Division commenced its work with fourteen charter members, and judging by the enthusiasm they displayed it is safe to predict a rapid increase of membership.

Owing to it being the first Ladies Auxiliary to the O. R. C. organized in Canada, the name, "First Canadian Division, No. 78," seemed to one and all most appropriate. The election of officers took place within the Conductors' Hall, which they, the Conductors, have kindly placed at our disposal in a very practical manner, by giving us the use of it, free of rent, until the end of the year.

Following is a list of the officers of the new Division:

President, Mrs. Riley; Vice President, Mrs. A. P. McMahon; Secretary and Treasurer, Mrs. J. Smith; Senior Sister, Mrs. R. Mathews; Junior Sister, Mrs. J. Morrison; Guard, Mrs. J. Anderson; Chairman of Executive Committee, Mrs. H. Hall; Corresponding Secretary, Mrs. George Gallinger.

By the courtesy of Mrs. T. A. Thompson, wife of one of the charter members of Division No. 17, election day closed at her home in a most pleasant manner. After partaking of refreshments, the Chief Conductor, Mr. Riley, speaking on behalf of Division No. 17, assured the Ladies' Auxiliary of their support and sympathy. Our Secretary then moved a vote of thanks to the guest of the evening, Mrs. Wiltse, presenting her at the same time with a pretty souvenir of Toronto, as a slight appreciation of the labor and time she had expended organizing our Division. This was followed by our President thanking Mr. and Mrs. Thompson for the enjoyment their hospitality had

provided, to which Mr. Thompson replied in his accustomed cordial manner, bringing a very pleasant evening to a close.

Toronto, Can.

A. G. GALLINGER

Editor Railway Conductor:

The month is slowly drawing to a close, bringing around again the always pleasant duty of writing for Division 46. Our meetings are well attended and the Sisters are taking a great deal of interest in the work. One of our accomplishments has been to get up a box of linen for the Railroadmen's Home, and while it was a small donation it seems to have been appreciated by the recipients. Interest was added to our last meeting by the initiation of two new members, Mrs. W. B. Rector and Mrs. Kearns. These ladies are popular and progressive and we feel that they are an acquisition to the Division and that they will never regret having joined. We have been enjoying a visit from Sister George Elwell, of Columbus, Ohio, and we wish more of the Sisters would favor us in the same way, as we always enjoy these visits. Sister Gormer has been missed from several of our meetings, because of the illness of her husband. We all hope to hear of his speedy and complete recovery. May success attend all Divisions of the Auxiliary.

Cumberland, Md.

MRS. J. W. WALSH.

Editor Railway Conductor:

After the passage of some little time allow me to call the attention of the Sisters once more to Calla Lily Division, No. 63. We are a band of twelve, and while we are holding our own, I cannot see that we are gaining ground very rapidly. Perhaps it is just as well, as it is not always best to be in too much of a hurry, witness the good advice of one of the Sisters in Division 44. What we most lack is interest, but some of the lack is no doubt due to the absence of our President, and the further fact that our Secretary has been kept away by the illness of her husband. I am glad to be able to report that he is now well and at work once more. So far we have not been able to have many social gatherings, but hope to do better in the future. Monthly teas have been talked of, but are not started as yet. We are now taking patchwork to the Division room, for the good of the Order, and you may be surprised when you hear the result. Two quilts have been completed and are now ready to be raffled off, and we hope to replenish our treasury from the proceeds.

Brother McClusky, who has been so long disabled from the effects of a fall received while on duty last December, has recovered sufficiently to take his car out again. We miss the correspond-

ent for Division 145. What has become of him?
That success may attend all the Sisters is the
wish of
MRS. W. B. ROBERTSON.
Conneaut, Ohio.

EDWARD.

(Written for THE RAILWAY CONDUCTOR.)

They say the baby has papa's eyes,
And his mother's nose and chin—
But the angels have added a charm thereto
By tucking a dimple in.

The sunlight gleams in his silken hair
And reflects from his merry eyes,
Which are dancing over with mischief and fun,
Or looking most wondrous wise.

His lips disclose a row of pearls
With each bright, dimpling smile,
And laughingly he offers a kiss
With most bewitching wile.

With his shoulder-knots of ribbon pink,
And his dainty dress of white,
He is making pictures all the while
To fill us with delight.

He gladly answers to hosts of names—
"Mama's Sweetheart" and "Papa's Joy,"
"Auntie's Diamond," and "Precious One"—
All in our rollicksome boy.

Never a train that passes by
But with little, uncertain feet,
He eagerly hastes to the window pane,
And the little lips "Papa" repeat.

His dimpled arms my neck entwined,
And his little face so fair
Pressed lovingly against my cheek,
Dispel all thought of care.

And I breathe a prayer that his precious life
Be worthy of love and fame,
But, better than riches, may he have
A good and honest name.

—M. A. Y.

Editor Railway Conductor:

I can sympathize with Sister Rainer, who says her talent is not in letter writing. I haven't a bit, and will gladly resign in favor of someone else. Our last meeting was held late in September, after a two month's vacation. Only a few Sisters were present, but we had a profitable meeting and are hoping for renewed interest and zeal during the winter months.

Sisters, don't let trifles keep you at home, come and know what is being said and done. If you cannot make a speech you can be good listeners, and encourage the officers and workers by your presence.

We are glad to receive good reports from Sister C. E. Buck, who, since our first meeting, has been seriously ill. We have anxiously waited to hear of her improved health, and hope to have her cheering presence with us before many weeks.

All were interested in Brother Coffin's letter in regard to the home of disabled railroad men, and voted our mite to assist in the good work.

We have formed an "Emergency Club of Pine Cone Division," which meets every second Wednesday afternoon at the home of some Sister. After whist is played, dues—10 cents—are collected, light refreshments are served and social chat soon brings the closing hour. Living, as I do, thirty-five miles from Portland, I have not been able to attend, but know the Sisters must have a most enjoyable time. There's a little lad at our house, not yet two years old, who must necessarily go when and where his mother does, but I cheerfully, yes gladly, give up many outside pleasures for his dear sake and company.

Such glowing accounts as are given us of the picnic at Seymour Lake, Island Pond, Vt., where the Brothers of Pine Tree and Sisters of Pine Cone Divisions, who reside in that vicinity, most royally entertained all visitors. Such "whole-souled hospitality" as was extended and every comfort and want anticipated. Not attending, I cannot give you an extended account, but am told, "you will never know what you missed," and hear only good words of praise and commendation for all those who worked so untiringly to make the affair a success.

"Met" should have joined our Division, as Maine and Portland are her old homes, and a double pleasure would be her's in attending our meetings, but we trust she will visit us whenever possible.

With kindest interest in all Divisions, whether north or south, east or west.

Portland, Me,

MAYNE.

Editor Railway Conductor:

It is with pleasure I once more report from Bridge City Division, No. 42. Although our membership is not increasing as rapidly as we should like, the members we have are earnest workers, and we hope before the cold days come, to have a comfortable donation for the Brotherhood Home, at Chicago.

September 27 we celebrated our second anniversary at the O. R. C. hall. The evening's entertainment was a most delightful one to all present. The fore part of the evening was devoted to a musical and literary program, by the young people, and some much appreciated remarks by O. R. C. Brothers. An elaborate luncheon was

served to about sixty guests, there being no one in attendance but the conductors and their families. After luncheon all was merry once more, and old and young alike kept step to the merry music. All retired in jolly glee, expressing a wish to return on the next year's anniversary.

Our socials have been the most pleasing part of our Auxiliary work, and all delight in attending them.

September 18 occurred the wedding anniversary of Brother and Sister Parks. The Sisters remembered them with a handsome present. The host and hostess then entertained the Auxiliary with a royal feast.

October 4 was one of the most enjoyable social events of the season. It was a reception tendered the Auxiliary by our Past President, Mrs. Murphy. It being also Mr. Murphy's 39th birthday, many warm congratulations were elicited from guests.

The evening was passed very pleasantly, progressive pedro being the chief diversion. Mrs. Maud Driscoll was awarded a handsome prize for being the best player, and Miss Lillie Bacon succeeded in carry off the "booby" prize. Miss Bacon, however, redeemed herself by some excellent instrumental music.

An elaborate luncheon was served, the host and hostess placing themselves on record as being all that the above names imply, and those who failed to grace the occasion by their presence, missed a rare treat.

Midst all our pleasure we were pained to hear of the critical illness of our Junior Sister, who is now at the hospital in Indianapolis.

Logansport, Ind.

Mrs. J. W. F.

Editor Railway Conductor:

Since my last, Keystone Division has taken in several new members and continues to prosper in other ways. We have an excellent Division, with a model President at its head, and much of our success is no doubt due to the fact that whatever we find to do we do with all our might. Although only two years of age we have forty-five members, and all of them in good standing.

I regret to report the continued illness of Sisters Smith, Bender and Cook, who have been absent from our meetings for some time. They have been greatly missed, and we hope for their speedy recovery for the sake of the Division, as well as their families. Our President, Sister Ross, and some of the Sisters, visited Altoona, Pa., recently, and while there succeeded in interesting the ladies in the formation of an Auxiliary. They secured eighteen names in the one day, and they expect to start up in a very short time with

abundant material for a flourishing Division. There is so much we can do for each other if we will only do it. How often we hear from conductors or their wives, of the good that has been done for them by the Auxiliary. It serves to bring the ladies together and makes them acquainted, thus often making friends of persons who had lived in the same town for years before but had not known each other. It would be difficult to over-estimate the advantages to be derived from the organization in a social way, and let us hope that its usefulness may be continued.

We have had a few socials during the summer, one of them being a surprise on Brother Gibbons, who was off duty at the time, nursing a bruised hand. After taking possession of his home for an evening of social enjoyment, appetizing refreshments were served, and we all returned to our homes with another delightful evening added to our experiences. An ice cream social at the home of Sister Conrad, brought some \$40 to our treasury and we are now planning for a feast of sauer kraut, with the proceeds of which we expect to provide for our charities this winter. Our treasury is in good condition now, but it can't get too big, for cold weather is at hand, and we want to be in condition to assist the needy. Visiting Sisters will please remember that there is a warm welcome awaiting them within our doors.

Harrisburg, Pa.

Mrs. MATTIE ADAMS.

Editor Railway Conductor:

It is with pleasure I report in behalf of Charity Division No. 80, Elmira, N. Y. We have had a few very pleasant meetings and enjoyed them greatly. Our President is Mrs J. T. Walsh; Vice president, Mrs. Fred Lawrence; Senior Sister, Mrs. C. W. Burrows; Junior Sister, Mrs. Fred Collier; Guard, Mrs. Chas. Lippincott. It is needless to say, with these officers our Auxiliary cannot help but be a success, for they devote their time and attention to it.

We are now arranging for the first entertainment and supper, which will be held in the near future. The proceeds, which I hope will be large, go to the treasury. I hope all the members and their friends of Divisions 9 and 374 will help make it a success. With best wishes for the L. A. and O. R. C.

Mrs. P. H. PEEL.

Editor Railway Conductor:

It would be difficult to imagine any place more interesting to the members of Rapid Transit Division No. 45, L. A. to O. R. C., than the Temple in which they meet every other Tuesday afternoon to discuss business and pleasure.

On attending our meeting last Tuesday I was reminded of the misplaced confidence in electing me correspondent, an office which I plead guilty to filling very poorly.

The Sisters seem to have returned from their summer outing with the successful working of our Auxiliary uppermost in their minds. Many plans were formed for new work and, under the gentle guidance of our much loved President, we feel sure of success.

All agree that the few hours spent in our Division room are a benefit socially, as well as morally, to every member, and as we repair to our homes a more tender spark of sympathy remains in the heart of each because of our meeting.

As we have been organized for two years and not lost a member, we feel we have something to be especially thankful for. Our Division is ever prospering, not so much in increasing membership as in making good use of the material we have on hand, and I am sure our well chosen officers are capable of doing a good work, which is their first aim.

The insurance plan was talked up, and I believe most members of Division 45 are ready to adopt it. I think it will draw many more into our ranks of interested workers.

Grand Rapids, Mich. MRS. WALLIZE.

Editor Railway Conductor:

The correspondent of Denver Division 23 knocks again for admittance, realizing as I do that my term of office is about to expire, leaving but one more opportunity to say a good word for our dear Sisters who have always had a kind word and a pleasant smile whenever I met them. This has been a very trying year for myself and husband financially. Had it not been for this I could have filled the office more satisfactorily. Allow me to thank you all for your kindness to me. I will ever keep a warm place in my heart for the Sisters of Denver Division.

Sister Moore, Grand President, has come and gone, but her untiring efforts to instruct us in the work of the new ritual and the kindly advice given have been thoroughly appreciated and will long be remembered by all. Sister Moore captured the hearts of many by her speech at a reception tendered her Monday evening, October 14, at the Masonic Temple. Two hundred and thirty guests were present. Five tables were elaborately spread and decorated with the colors of the O. R. C. An entertaining program was presented as follows:

March	Piano
Too Late for the Train.....	Recitation
Miss Lillian Earle.	
Miss Nina Willard.	

The Holy City.....	Solo
On the Race Course.....	Duet
Tell Tale.....	Recitation
Open Thy Lattice.....	Solo
The Fickle Husband.....	Recitation
March	Piano
Selected	Recitation

Many encores were given and all who were present expressed themselves as having had a delightful time.

The visiting Sisters present at our union meeting were: Mrs. J. H. Pierce, Fort Madison, Iowa; Mrs. Wolcott, Mrs. Shilling, Mrs. Reed, Mrs. Shingle, Mrs. Howel and Mrs. Gingley, of Cheyenne; Mrs. Peacock, of Salida; Mrs. J. J. Bresnahan, Mrs. H. M. Gilbert and Mrs. C. W. Burns, of Raton, N. M. We were sorry that so many that had intended to come were prevented by sickness and other reasons.

Quite a number of our Sisters who reside out of the city were in attendance at our union meeting. Sister Shea had not met with us for about two years, her home being in Florence, Colorado.

Sister Miller was present for the first time since the death of her husband. Her sad countenance well expresses the deep grief that lies within, and Division 23 extend their deep sympathy. This has been the only death so closely connected with our Auxiliary this year and we hope we may not have to record another soon.

During the summer Sister May Sullivan, of Columbine Division; Sister Zimmerman, of Arkansas Division, and Sister Bresnahan visited us, and each, we are glad to say, either gave us a speech or a song.

During the year we accepted by transfer card Mrs. J. L. Dalton, from Colorado Springs Division, and Mrs. E. C. Gilmore, of Pike's Peak Division 24. We have in all sixty members with many petitions pending. We have transferred but one, which, we regret to say, is Sister Bresnahan, but as Ortiz Division has made her queen, we will gladly release all claims.

Sister F. Smith is still convalescent and we hope for her speedy recovery. Her pleasant face has been sadly missed. Sister Ammon is reported ill.

I regret to say that Brother J. L. Kissick has not as yet recovered from an accident since our last letter.

Our new badges made their first appearance upon the floor October 11. They are beautifully constructed and Sister Gilmore, who designed them, was tendered a vote of thanks.

The new ritual work was placed upon the floor

October 15 with the aid of Sisters Tyler and Bresnahan, and it won the applause of all present. Sister Holbrook acted as Grand Senior Sister in the installation.

As Brother "Hot Tamales" is away on a bear hunt we will take the advantage of him by correcting a mistake he made in putting up some of our Sisters for a race at Meadow Park. We know, were they to try, they would set 44 in the shade and come out best, as they always do in everything, and we will caution Brother "Hot Tamales" to be careful what he says about our Sisters in the future or he may have to remain away hunting.

MRS. A. H. LANDIS.

Denver, Colo.

Editor Railway Conductor:

At the October meeting of Division 59 there were thirty members present and three candidates were initiated, Sisters Mapes, Burns and Thayer. I hope one of the Sisters is the wife of the correspondent of Division 122, but as I don't know his name, I am still in doubt whether his wife has exercised her right to join Mascot Division if she chooses to. Evidently her husband claims his right, judging from the articles he sends to THE CONDUCTOR, which I enjoy reading. In fact, I begin at the first letter and read them all, for how are we to assist the Brothers if we do not know their needs. M. M. S.'s letter from Philadelphia was a real puzzle; evidently it could be solved.

Mascot Division is going to have its first entertainment November 9, to consist of an old fashioned supper and entertainment at their hall in Boston. I have no doubt that they will realize a large sum of money, as well as have a grand time, about which I will write in my next.

Assistant Grand Chief Conductor Wilkins attended the regular meeting of Division 157, and the members of Division 122 were invited to be present. After the close of the meeting of Mascot Division the ladies were invited by Division 157 to visit their Division room and meet Brother Wilkins, and from what the Sisters told me, (I was unable to be present,) he understands the art of pleasing the ladies in his address, so much so that, perhaps, those Brothers who have objected to their wives joining Mascot Division will now be anxious for them to join us. As usual, the members of all Divisions had a fine dinner at the hotel.

I doubt very much if Sister Page told her husband all the signs in her sleep. Sister Page is not that kind; she is too wide awake woman for that, as the Sisters of Mascot Division will testify to.

Sisters, now let me tell you a story of what a woman can do. Fifty years ago there was an order started by a woman for women in Massachusetts. It has lived and prospered and been governed entirely all these years by women; no man is allowed to become a member in any way. Some few years ago they decided to have an insurance on the assessment plan. A member of the order paid one dollar and ten cents to join, and all members joining under fifty years of age paid sixty cents at a death, while members joining over fifty years of age pay one dollar and ten cents at a death. Ten cents on every assessment was to cover expenses and put into the bank, and when there was so much over a given sum, the assessment would be paid from the bank. The insurance of this order has now been in existence over fourteen years and they have paid this year \$11,876 as death benefits; fifteen calls were levied on the membership and five were paid from the bank. They have lost twenty-five members, but gained three hundred, and the first death benefit was only five dollars, while the last one was over six hundred and fifty.

Now, Sisters, I write all this to give encouragement, for I think that it is a grand thing to be able to leave something for our families, as well as to have our husbands make provision to protect us.

Some will say, my husband carries all he can on his life so I can't. Sisters, I found if I had a cent a day for one year, I had \$3.65, and I laid it aside for a lodge I wished to join. I paid \$2 for my dues and had \$1.65 besides. Surely, your husbands will be willing to allow you spending money for lodges and such small pleasures, as they have their little comforts, such as tobacco and (as correspondent of Division 157 mentions) spring water.

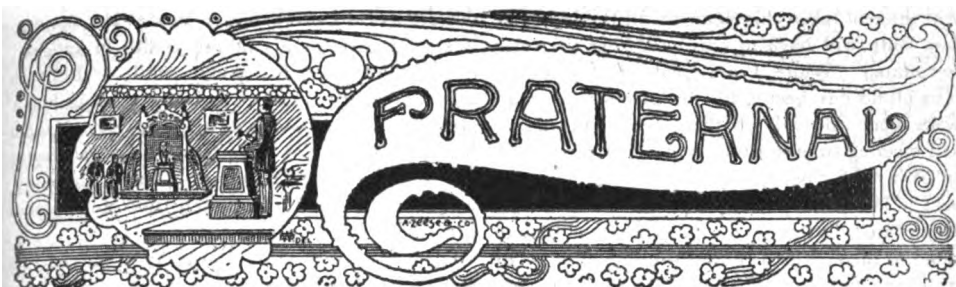
CORRESPONDENT MASCOT DIVISION, 59.
Portsmouth, N. H.

Editor Railway Conductor:

While Division 8 is not blessed with a large membership and grows but slowly, yet we would have the readers of THE CONDUCTOR understand that we have lost nothing of our old interest or pride in the Order. Both as individuals and as an organization we feel bereft in the death of our Vice president, Sister Heaney. She was a faithful and loving Sister, and her death was a sad blow to the Order she loved and served so well.

At our last October meeting it was decided to hold a union meeting in Sunbury, but the time was not fixed. In connection with this meeting the Division will give the "Oh Why" degree and close with a general entertainment. If the Brothers will be present and take part we will assure them of a pleasant evening. The date of the meeting will be announced later.

Sunbury, Pa. MRS. J. H. ELLENBERGER



Editor Railway Conductor:

I take much pleasure in reading the letters written to THE CONDUCTOR, and often wish that I possessed the fortunate gift of being a good writer. But as I do not, I shall not lose much valuable time in repining over what I never had. My term as correspondent for No. 36 will soon expire, and I think I will be succeeded by one of the ablest, newsiest writers we have in the Division, whose writing will be bright and as familiar to the boys as the tinkle of the cowbell in olden times down on the farm. I was talking with a member of No. 36 a few days ago, who said cowbells were not familiar with him when a boy, as he lived in the wilds of the Rocky mountains, where they had to catch him with the dogs when his mother wanted to wash him. But the bell and whistle of the narrow gauge engine, which has climbed most every peak and mountain in the Rockies, has made him tame and now he contents himself with a job of railroading on the D. & R. G., while he dreams of the wild coyote and cowboys' yell and the sharp vision of the prairie cactus, which were so numerous in his boyhood days.

I am in Salida today, a quiet, secluded little spot, nestled in the very midst of the Rockies, with beautiful mountains on all sides, most all of which are wearing their wintry coat of white. The trees are bare of leaves and a cool northern reminds us that winter is near at hand. No. 36 has a nice warm division room, heated by steam, which insures us comfortable meetings this winter. We have had our goat loaned out most all summer for a lawn mower, but as feed is drying up so fast I presume we will have to get him up and let Brother Ball comb the cockle burs out of his whiskers, and make all preparations for a new candidate, expected to appear at our next regular meeting.

Brother Rhodes is out of the bandbox and able to be about again. He was seen on the hurricane deck of a freight train with both arms full of bills and a train book in his pistol pocket.

Brother Hart and Brother Weir were appointed

as a committee for the purpose of meeting with the various committees on federation at Denver. It is needless to say that No. 36 is body and soul for federation, and we heartily voice the sentiments of our Grand Chief Conductor on that question, to a man. Too much cannot be said in favor of federation. It is one of the grandest moves that railway organizations ever thought of making, and when once we all see alike with our ballots we will be able to elect our senators and congressmen and even control the presidential vote. Railway organizations have never realized their strength in this respect, and federation will be the first step toward a realization of that important fact. Once we have federation we lay the foundation for the strongest organization in the world, and will soon be able to break the chains by which capital and monopoly have so long held us fast. By all means, Brothers, let us federate. Without it we are a helpless mass.

In behalf of Division 41, L. A. to O. R. C., I wish to say the ladies were honored with a most pleasant visit by their Grand President, an estimable lady of rare talent and refinement, whose mission was to instruct the different Divisions in the new work adopted at their last convention. A reception was given her by the members of the auxiliary at the home of Mrs. Cal Groves, where dainties were spread and a feast of good things indulged in. Although they are a little band of workers—only eleven or twelve members—they would have given her a rousing reception had they had more time in which to make preparations. It is needless to say that Mrs. Moore will always be a welcome guest and an appreciated visitor by the members of Division 41, L. A. to O. R. C.

Salida, Col.

J. F. OWENS.

Editor Railway Conductor:

After reading the October CONDUCTOR I feel as if Division 227 should be heard from again.

We all have the new work and think it is a great improvement, and we are anxious to let Billy out, but as election is near and there seems to be a

great interest taken this year, to fill the offices, I guess Billy will have to wait until after the votes are counted. While I am speaking of election, let us all do our best to fill the offices with wide-awake men, who will do them credit and make each meeting so interesting that some of us will not be in such a hurry to get out of the Division room. There are plenty of subjects that should be discussed, but we do not think we have time to attend to them, which is not the case. Let us all turn over a new leaf and make 1896 the best year we ever had, both in taking in new members and building up the Order.

We just received notice of the death of one of our Brothers, and the first time in seven years our charter will be draped in mourning. On October 17 Brother John Driscoll, in attempting to step on the brake beam of an engine while it was backing up, missed his footing and was instantly killed. We know that he was well taken care of as the accident happened at Glen's Ferry, Idaho, and the Brothers of No. 243 were there to attend to him. We thank them for these Brotherly ministrations, and if they ever need a friend they will have one in Division 227. With best wishes to all Brothers.

Lincoln, Neb.

O. STEELE.

Editor Railway Conductor:

In the last issue of THE CONDUCTOR I made mention of the encampment of the G. A. R. in Louisville, and the onerous duties resting upon the conductors in handling this great concourse of people collected from every state in the Union. Following in the wake of this national demonstration of the heroes of the civil war comes the Atlanta Exposition. So great is the travel southward that all the railroads have been compelled to put on extra trains to enable them to handle the business. It is gratifying to me to note what a prominence the south seems to have attained of late years, with her broad avenues for social distinction and wonderful commercial and industrial resources; with a climate sublime; a people charitable, hospitable and intellectual; with all those noble attributes that tend to elevate. I would scorn to attempt flattery in what I might say of the south, but I do love to speak of the great and glorious things God and nature have done for these good people.

Business is good in the freight traffic and the boys claim to be making good time. A few of them are doing time (suspended) but hope to come around all right. Brother Charlie Turner, formerly yardmaster at Lebanon Junction, is now running between Greensburg and Lebanon. Brother W. Q. Fullerton, our general agent and yard

dispatcher, at Corbin, Ky., is now at Hot Springs, Ark., recuperating his failing health in anticipation of the Corbett-Fitsimmons mill. "Billie" is a great favorite and all unite in wishing him a pleasant and profitable stay at the Springs. Madam Rumor tells me of the approaching wedding of our former Chief Conductor, Henry McKenny, which occurs soon, and by the time this reaches you Henry will be a benedict.

Our state election for Kentucky comes off in a few days and excitement and interest is at fever heat with everybody that feels any concern in the many issues before the people. Great stakes are wagered on the result, and I fear some of our good, though over enthusiastic Brothers, will be short of pocket money next month.

Monon Division 89 wishes to take this mode of thanking Mrs. Ed. Roberts, wife of Brother Ed. Roberts, of the Louisville Southern Railroad, for the magnificently designed and elegantly embroidered bookmark presented the Division a few days ago, and which so gracefully ornaments our altar Bible. Sister Roberts takes great interest in the O. R. C., and is a true type of the southern woman. When I met her I was forcibly impressed with all contained in these lines:

"There before her I stood
And gazed upon her lovely face,
Where all the grace of womanhood
Had found a resting place."

Yours in P. F.,

Louisville, Ky.

MACK.

Editor Railway Conductor:

October 29th the Brothers of Division 66 had the pleasure of a visit from our A. G. C. C., Brother C. H. Wilkins, at a special meeting called for the purpose. We were all pleased to grasp the hand of Brother Wilkins, and more pleased to listen to his very able description of the workings of the O. R. C., and the many cases that have been satisfactorily adjusted by our grand officers on the different lines of road, all tending to help some Brother Conductor. We wish some of the Brothers who stay away from Division meetings when they could just as well be there as not had heard Brother Wilkins' remarks in regard to that. It is a fact, Brothers, your presence at the meetings of your Division does much to strengthen your officers and make them feel that you appreciate them and their work. Division 66 is particularly fortunate in having so able a man in the chair as Chief Pratt. He works for the best interests of the Division and each Brother, first, last and always. Soon the annual meeting will come, and with it some changes, probably. Many of the Brothers look forward to

this as a sort of a reunion, and we believe this is right.

Brother C. E. Tryon is, without doubt, the champion deer killer of Division 66, he having brought down a fine doe, which weighed 200 pounds. They do say venison is fine eating.

Brother E. J. Palmer, of Division 285, is a regular attendant at the meetings of Division 66, and we hope he will continue.

B.

Portland, Me.

Editor Railway Conductor

In the October issue we said we had a deer hunt of large dimensions on the string, and we carried out our intentions to the letter. We left Denver October 1 on that prince of western roads, the Denver & Rio Grande, at 7:30 p. m. and at 11:30 next day were at New Castle, where we took a wagon for White River, about forty miles northeast of the railroad. On the third day from Denver we were in the land of the "buckskin," and found them very plentiful. They were on their journey to their southern or winter home, or what the old hunters call "traveling" and all one had to do was to plant himself on a trail and his meat would walk right up within any range desired. We had no trouble in bagging all the laws of the state allow. Our party consisted of three beside ourselves, and they were of the genuine western type, and true blue plenty. We had no mishaps to mar our pleasure, with the exception of my humble self and one of the party getting lost in a blinding snow storm and tramping about fifteen miles out of the way, and a young footman of about thirty-seven summers might have been seen anxiously asking "Hot Tamales" where art thou? We would like to describe our trip fully, but will simply say if some of the Brothers who would like an outing of this nature will correspond with us we will talk up a trip for next year, and guarantee fish and game to their hearts' content. We were prepared to stay one month and our trip, including groceries, two gallons of anti-snake-cure, etc., cost about \$15, and we surely got the worth of our money.

We returned October 14 and were just in time to see Denver's great Carnival of Mountain and Plain, which took place the 16th, 17th and 18th, and it was certainly a rousing success. Our streets were thronged and railroads and hotels thrived. About forty Ute and Pueblo Indians from Southern Colorado attracted about as much attention as anything we saw, and especially among that class known in the west as "tender feet." The railroad men had a beautiful float in the procession, consisting of a complete telegraph

line and an engine and passenger train in motion. The coaches bore the inscription, "Mountain and Plain R. R." The engine, cars, etc., were built by a young locomotive fireman, of this city, named Charles Young, and, although small, are complete in every detail. The Engineers, Firemen and Conductors were out in full uniform, although we would have been pleased to have seen more of them. The word "Federation," with the monograms of the different orders were very conspicuously displayed, and in all it was beautiful and grand.

Brother Bartlett, our worthy Chief, has resigned the position of night yardmaster at Union Depot, and has embarked in the commission business at 1514 Blake street, Denver, and anyone, and especially the fraternity, in search of "Greeley spuds," or Bartlett apples will do well to patronize H. W. B.

Brother Billy Ogden met with a serious accident in the early part of October. In alighting from a street car he broke his leg.

Brother George Burrows, of the "South Park," met with a serious accident on the 1st of November by being run over. It is feared he will lose an arm.

Brother John Kissick is mending very slowly, we are sorry to say.

Brother Jack Weir is back on his old run. Brother Weir is one of the bright lights of Division 36, and although we do not wish 36 any bad luck, we would like to get Jack and all other such members under the sheltering wing of 44. Come and see us, Brother W. We like your ideas.

We had the pleasure of meeting Brother McGraw and rode with him from Salida on our trip home, and, although he belongs to this Division, it was our first meet. He is a pleasant gentleman and the right man in the right place—a conductor on the D. & R. G.

Brother Andy Ingling will wear his pants, (we mean uniform pants), while on duty hereafter, as he says ten days multiplied by three dollars would buy several pairs.

Mrs. Otis Shinn was taken dangerously ill on the last of October with inflammation of the stomach, but at this writing is on the road towards recovery. Her trip to Utah was postponed.

With good wishes to all
Denver, Colo.

HOT TAMALES.

Editor Railway Conductor:

In the October number, page 534, the writer gave some ideas of rest. My idea of rest is given in Mathew xi, 28: "Come unto me all ye that

labor and are heavy laden and I will give you rest." To my mind, nothing that happens in the world happens by chance. God is a god of order. Everything is arranged upon definite principles, and never at random. The world, even the religious world, is governed by law. Character is governed by law; happiness is governed by law; the christian experiences are governed by law, and men, forgetting this, expect rest, joy and peace to drop into their souls from the air like snow. But, in fact, do not. Rain and snow do drop from the air, but only as a result of the operation of nature's laws. They are the mature effects of former causes. Storms, winds and calms are not accidents, but are brought about by antecedent circumstances. Rest, peace and joy are but calms in man's inward nature and arise through causes as definite and as inevitable. This is a methodical, and not an accidental world. If a housewife turns out good bread, it is the result of a sound recipe carefully applied, it is not she who has made the good loaves, it is nature. She is not a creator, but an intermediary. True, a man may need physical rest, and must have it. But when the Master speaks of rest he means spiritual rest. When Christ said he would give men rest, he meant simply that he would put them in the way to obtain rest, by doing his will. Rest is found slowly, as is knowledge; like the growth of fruit, it will have an orderly development and mature by slow degrees. The nature of this slow process Christ clearly defines when he says we are to achieve rest by learning. "Learn of me, and ye shall find rest to your soul." The last thing most men would have associated this rest with is work—"for I am meek and lowly in heart." Men sigh for the wings of a dove that they may fly away and find rest. But flying away will not help us. We aspire to the top to find rest but it is not found there, it lies at the bottom. Be lowly. The man who has no opinion of himself is not hurt when others do not acknowledge him. Be meek. The lowly man and the meek man are really above all other men. Why? Because they do not care for the world. Christ said, "Blessed are the meek for they shall inherit the earth." At any moment you can go to him and find rest. And even when the hounds were dogging him in the streets of Jerusalem, he turned to his disciples and offered them as a last legacy—my peace, rest.

REST.

Editor Railway Conductor:

Nearly twelve months have elapsed since Martinsburg Division, No. 223, has been organized, and I regret to say, not only has been contributed to THE CONDUCTOR.

tainly is not for lack of ability, or talent, or by want of time. I attribute it to the carelessness of the Brothers; they should be more interested in the welfare of THE CONDUCTOR and assist in making its columns newswy, spicy and interesting.

We organized with about twenty-three members, at present our number over runs forty; so you can see we are not idle in trying to get the wayfarer into the fold. There should really be no persuasion in securing conductors to become members, because it becomes a barrier between them and evil habits, it protects them and their families in health, in sickness and in death; it is a shield from dissipation; it inculcates good principles and morals, which, if followed up, will prove to be stepping stones to something higher. Joining the Order is a step onward and upward and one which no man will ever regret taking.

In connection with the O. R. C. here there has been a Ladies' Auxiliary organized, which at present is in a flourishing condition. It could not be otherwise, for what is it that does not flourish and grow under the management and tutorship of the ladies? They never tire in trying to make home and its surroundings pleasant and comfortable, their patience never becomes exhausted; and here let me add that if numerous conductors would heed the advice and admonitions of their wives, in many instances their condition, financially as well as otherwise, would be greatly improved. Above all things else, there should be no place so dear as home. Home and its surroundings should be the railroad man's heaven on earth.

A. T. R.

Martinsburg, W. Va.

Editor Railway Conductor:

At a regular meeting of Stonewall Jackson Division, No. 210, Order of Railway Conductors the following resolutions were unanimously adopted:

Whereas, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our friend and Brother, Henry C. Garrison, who was killed at Buena Vista, Va., October 5, 1895 while in the discharge of his duties.

Resolved: That Stonewall Jackson Division, No. 210, O. R. C., extend to the bereaved wife of our beloved Brother their deepest sympathy in this her sad bereavement; that Division 210 has lost one of its worthy and honored members, beloved and respected by all who knew him; the Norfolk and Western Railroad, a trusted and efficient conductor, and the family of our deceased Brother, a devoted and affectionate husband and father.

Resolved: That we extend our thanks to J. W. Cook, superintendent, for furnishing special train from Roanoke to Buena Vista for the remains of Brother Garrison, and to other officials of the

road for their sympathy and kindness, and to the Ladies' Auxiliary to the Order of Railway Conductors and the I. O. O. F. for beautiful floral tributes and for the fraternal spirit shown by the members of the orders taking part in the funeral exercises.

That these resolutions be published in one of our daily papers and in THE RAILWAY CONDUCTOR; that a copy be presented to the bereaved wife of the deceased Brother; that a copy be spread upon the minutes of this Division, and that our charter be draped in mourning in respect to our deceased Brother.

Roanoke, Va.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employees, now located at Highland Park, Ill., gladly acknowledges receipt of the following donations for the month of October:

O. R. C. DIVISIONS.

18 Kilpatrick.....	\$ 1.20	22 Nelson.....	\$ 3.00
44 Gardner.....	5.00	86 Lloyd.....	5.00
87 Perry.....	3.00	93 Harrington..	12.00
104 Close.....	11.00	106 Bledsoe.....	12.00
109 Price.....	2.00	126 Roche.....	12.00
149 Barry.....	3.00	151 Kingery.....	1.00
154 De Kay.....	12.00	159 Bradley.....	20.00
169 Mitchell.....	1.00	179 Horn.....	3.00
201 Simcox.....	3.00	208 Pinckney.....	12.00
244 Woolheater.....	12.00	266 McNally.....	12.00
302 Strong.....	11.50	321 Clarkson.....	1.00
327 Smith.....	3.75	330 Hedgecock..	1.00
346 Members of.....	4.50	361 Wood.....	1.50
368 McNeil.....	3.00		

Total.....\$170.45

L. A. TO O. R. C.

Division 10.....	\$15.00
Division 12.....	5.00
Division 41.....	5.00
Division 46.....	3.00
Division 67.....	5.00

Total.....\$33.00

B. R. T. Lodges.....	\$140.90
B. L. E. Divisions.....	154.00
B. L. F. Lodges.....	83.60
G. I. A. Divisions.....	48.25
L. A. to B. L. F. No. 40.....	16.00
L. A. to B. R. T.....	17.00

Total receipts.....\$663.20

We also wish to express our appreciation of the handsome gift from Division 46, L. A. to O. R. C., consisting of a box of sneets, pillow slips, towels, etc. We are very much encouraged by the liberal manner in which we have been treated by the organizations this month, and have been able to make one payment on the property which has been purchased for the use of the Home. Everything is moving along very smoothly and the inmates are all as happy as could possibly be expected in the new surroundings.

Chicago, Ills.

F. M. INGALLS,
Secretary.

Editor Railway Conductor:

From the "Land of Cactus and Dagger" I take upon myself the task of informing our United States friends we are still pounding away at the same old stand. "Dobies" having advanced a few cents in the last few months brings a smile to our sun-burned countenances.

Business has been very good for the past three months. Notwithstanding the severe washouts, the boys have all made good time, averaging \$175 a month. Passenger traffic has been very heavy for the past month, on account of "Guadalupe Feast" at the City of Mexico.

Now that the rush is over, "Ye Knights of the Pasajeros," can draw a long breath and say, how did I ever stand up under such trying difficulties.

Our passenger Conductors are: Dascomb, Davis, Boos, Singleton, and Kipp on the south end; Nau, Johnson, Prickett and Buck on the north end.

There are ten freight crews on the south end, Deaver, Gardner, Pace, Newman, Goodhand, MacMahon, Swift, Horner, Roe and Dirnfield; and some six or seven on the north end, Ryan, Bell, Ver Veer, Hinkle, Baum and Shaub. The majority are Order men.

Brother Newman was so unfortunate as to have a car of cotton burn up in his train, but no blame rests upon him. A gentleman happened along with a kodak during the busiest part of the fire, and, talk about your "Dark Town Fire Brigades," they are not in it with the picture the man with the snap shot produced.

Brother Deaver and Engineer Berndt, having secured twenty days' leave, "by request," have just finished up a grand duck hunt, and I think, carry the laurels of the season. They bagged about forty ducks and two geese, but they are artists with a fowling piece, in fact about the best in Mexico—they can't shoot clay pigeons though.

Mr. E. Dimick, chief dispatcher of the south end, with headquarters at Jimulco, is transferred to Chihuahua with the same position, Mr. H. B. Neville filling his vacancy. They are both very able men. Wonder if Mr. Dimick would like more wild goose or chicken pie, if so he can give an idea where it is.

Jimulco, Mex.

CRAZY HORSE.

Editor Railway Conductor:

At the last regular meeting of Division 210 our correspondent filed his resignation and I was appointed by our worthy Chief to fill the vacancy. I will do the very best I can, but do not feel myself competent to fill the position, and know my effort will be met with criticism. We have eighty-four members in good standing. Out of

this number I am, indeed, sorry to say our attendance is not what it should be. The Brothers do not take interest enough in the Order. Too many of them prefer to promenade the streets and stand on the corners and discuss the topics of the day until the Division is closed and then ask some Brother who was in attendance, for the proceedings. Brothers, this, as you well know, is altogether wrong, and certainly out of place. Our Order is what the members make it. Come to the Division and see what is going on! Attend the meeting and then it will not be necessary to violate your obligation by asking a Brother for the desired information. In the Division room, between the walls, with doors securely fastened and closely guarded, is the place to give vent to your feelings, and not at your boarding house or in a hotel lobby. You lose all interest when you do not attend the Division. There are some Brothers who cannot attend regularly, of course. Such cases are always excusable. I am after the one who can attend and does not do so. Brothers, let us have better attendance in the future, and note the improvement. Let us make ours the banner Division. Let us be first in the field and ready for an emergency of any kind; we have the ability, can, and will succeed. I must say, quite a number of our Brothers have the Order at heart and are doing all in their power to promote the good of the cause. Still, we have a few black sheep amongst us; it seems that they have forgotten their obligation and are O. R. C. in name only. Brothers, turn out in full force; let your name appear on the register, at least, once in three months. Some day you may have a grievance you wish adjusted.

Work has been very dull here since May 1st, but I am glad to say it is gradually improving, the majority of us can afford three meals a day, and I tell you it puts a broad smile on the face of all the boys.

I am glad to report that Brother Wilkerson, who had his left hand so badly mashed while coupling the pusher, at Dry Branch, is fast improving. While he suffers the loss of his thumb, and the hand was badly lacerated, it will not keep him from following the avocation of a conductor's life. Brother W. is a first class O. R. C. man, and we hope to see him back on the 155 at an early date.

Again our Division has been called on to mourn the loss of one of its most highly esteemed members. Our charter is draped in mourning for Brother Garretson, who was killed at Buena Vista while in the discharge of his duty. Brother G. leaves a wife, one child and a large number of friends to mourn his loss. He was a kind and

loving husband and father and a worthy member of our Division. At our last regular meeting resolutions were adopted, a copy of which was sent to the bereaved wife, and to THE RAILWAY CONDUCTOR for publication.

Brothers Haynes and Repass returned from a trip to Chicago last Saturday, where they had been on legal business linked with pleasure. The Brothers say, after their business was transacted they devoted a few hours to looking over the "big city" and visiting the places of most interest. They report a most excellent trip. Brother Haynes says they met quite a number of O. R. C. Brothers who were up to date in every respect, and treated them with all the kindness justly due a Brother in a strange land. They also spoke very highly of the officials of the different roads over which they traveled, and especially of the L. N. A. & C., in whose interest they were summoned to Chicago.

The majority of our Brothers have the new work and are well pleased with it. Those who are still in darkness had better come around and get themselves in shape; you may need it at any time. I heard a Brother say, the other day, that the new work was like boarding house steak, "hard to chew."

Roanoke, Va.

DIXEY.

Editor Railway Conductor:

Tuesday evening, September 24, was the occasion of a very pleasant affair, it being the first annual ball and a conundrum supper given by Cortez Division 372, and Ladies' Auxiliary Division 76, at Opera House (now laugh), but really we have a real (skating rink) Opera House. The ladies are rustlers and had the hall decorated to a Queen's taste, and the tastes of the one hundred couple who participated in the grand march were catered to in a manner long to be remembered by all who were fortunate enough to be in attendance. The following is the unique and original "menu" served:

"Conundrum."	An unruly member.
My bark is gone.	Concentrated agony.
	New England brains.
What shall we do with Mrs. Langtry?	
Tabby's tea party.	Fine cut.
Hidden tears.	Women of grit.
What the goat is.	Food of the spinning wheel.
	"DESSERT."
Eve's temptation encrusted.	Fruit of the vine.
No grounds for complaint.	Boston overthrown.
Spring offering.	Ivory manipulators.

"EXTRAS."

What I do when I see a mouse; (roc.)

What he takes. Each order 5c.

The menu translated into plain English would read as follows :

Hash. Tongue. Bologna. Pickles. Baked beans. Picklelilla. Catsup. Slaw. Onions. Sandwiches. Rolls. Butter.

"DESSERT."

Apple pie. Pumpkin pie. Coffee. Tea. Water. Toothpicks.

"EXTRAS "

Ice cream. Cake.

I give you this free, but it cost me \$1.05 to learn it, as each order was 5c., and I yearned for a cup of coffee but got it *not*, until the last order I gave. I was assured each time that they had the best of coffee and I would surely strike it next time. A larger and more enjoyable party probably never met in Raton. Financially "we succeeded." Socially—I kindly submit to Raton's 400, who are better critics and who deserve more credit than

Raton, N. M.

C. M. H.

Editor Railway Conductor :

Many unite with us who are eager for an opportunity to throw their all on the altar of their chosen association and make any sacrifice necessary for the good of their Brothers. Oh! how quickly are those early idols thrown from their pedestal, those light vows forgotten; caused maybe by an employer's frown or a timid nature that is too weak to rush boldly into the battle. They are willing to direct the maneuvers of the soldiers or view the fray from the port holes of safety; but the smell of powder is nauseating to their stomachs and weakening to their knees. They want to be brave but lack something needful. To them the passage of the Alps is an impossibility that dare not be attempted. Did Alexander brew war with a nation and idly remain at home to enjoy the revelry of his court, while others faced the enemies' steel? No; had such been his method of conducting a campaign some other name than his would now be sounded as the greatest of conquerors. Success comes not unsolicited and without effort. Better never have joined than to fear that by wearing the insignia of the Order or being outspoken in honest convictions, the enmity of the man who doles out his dollar for sweat may be incurred. The pages of history are full to overflowing with the lives of men who were willing to suffer privation, pain and death that they might better the conditions of their fellow mortals. They had courage that nothing could daunt, fiery ardor that was only cooled "in Lethe's pool." John Bunyan sat in a narrow cell with even God's blessed sunshine morbidly struggling through bars and falling on his cell floor in checkered rays to remind him of his wretched condition; yet

the nightingale of love sat on his window ledge and sang a sweet song of peace to his soul that made Pilgrims' Progress a loving task. In that book he built a monument that will endure when the name of his tormentors are sunk in obscurity. Another example to pattern after can be found in the life of Alexander Pope—from youth of misshapen and contorted form, roughly criticised by many literary critics of his day; denied the love and sympathy of Martha—the only woman in the world to him, meekly receiving her taunts at his physical misfortunes; patiently waiting the peace he had long wished for and that was soon to make his body as beautiful as his mind had always been; heard her express impatience that he did not die sooner, and yet breathed her name the last of all. No shadow ever fell across his life that his sweet disposition could not drive away and replace with the sunlight of content. Never a moment free from bodily ill, his mind was always as pure as that of an angel. His works are read and appreciated the world over today. No author is as often quoted as he. Fame was liberal in her gifts to him and is still keeping bright the letters of his name. It was fitting that he should be the one to say: "Worth makes the man, the lack of it the fellow." Oh! how many fellows we are caring for today, with no ambition above the plain walks of life, no aspirations for a front seat in the council or a leader's epaulets in the fight. If we can't be a Bunyan or a Pope, we can brighten our surroundings so that some one will be benefited by our existence and twine a wreath to our memory when we are gone. If we wish to see our Order built up, we must, not a few, but all, exert ourselves to its welfare and advancement until its name, like Abou Ben Adhem's, leads all the rest. Division 95 is in a flourishing condition, with all the boys smilingly happy on account of rushing business.

I hope the officers soon to be elected will be of the best material and that the ladies here will soon organize an Auxiliary.

Montgomery, Ala.

NOVICE.

Editor Railway Conductor :

Since my last from Division 332 we have had the pleasure of showing one more victim the road to O. R. C. fame. The victim was J. B. Clark. J. B. says "Well, I guess I am here(?)"

Brother C. E. Garvey is recovering from an attack of chills and fever.

Brother Judd is around, after nursing a lame back for several weeks.

Division 332 is on a boom. Convened on the 2d inst. with a good attendance and five visitors, and all welcome, and we had a fine time. Why

is it that so many Brothers are so slack in attending meetings? Brothers, wake up, the time is not far distant when we may be called upon to show our strength and our nerves. Why don't you go to the Division oftener? Some of 332's Brothers are so slow about coming out we almost forget they are members. We have changed the meeting hour from 3 p. m. to 2 p. m., hoping that will do some good.

In my last I failed to mention a few worthy members—Brothers J. T. Lynch, E. I. Lynch, J. Metcalf, T. R. Schroeder—all running trains on the Cotton Belt. Brother Schroeder left for Minnesota, in response to a telegram, stating the serious illness of his wife. We hope Brother S. will find his wife much improved and soon return to us.

Brother Mason, of La Crosse Division 138, is the latest arrival.

Brother H. D. Peoples had the misfortune that awaits a great many, and as Dick calls it, is on the "hog." H. D. is o. k. He will soon land right side up with care somewhere.

Brother Geo. Ball has returned from a tour through Texas and the south. He says Texas is N. G.

Brother Shep. Grey had the misfortune to have the first finger on his right hand broken and the second finger badly mashed. We hope he will soon be with us again.

Times are very good with the Cotton Belt now. We are running twelve through freight crews and three local crews out of Jonesboro, and all but two crews are manned by Brothers Conductors of ability, and good men. Brother Creel has a local from Fair Oak to Pine Bluff, also Brother Metcalf. Brothers Hainey and Stiles are on the Walden local, nice easy runs—sixty seven miles long, sixteen and seventeen hours on the road. Brother Granville has the Fair Oaks local, forty-seven miles, double daily, except Sunday. Brother J. L. Teague, or C. D., is somewhat pale and cross, just recovering from chills and fever. But he stays in his "cage" when he is cranky. Brother T. is o. k., the right man in the right place.

SPUDZ

Jonesboro, Ark.

All railway men who read, have read more or less of the writings of Cy Warman. The average railroad tales, written by those who have no practical knowledge of the subjects on which they write, and in which the stack gets red with heat from the firebox, while No. 12 is making a wonderful run to meet No. 14, serve to disgust the

practical man or to impress him with their ridiculousness. No one has ever been able to tell these stories of thrilling adventure, fun and pathos, in prose and poetry, in as entertaining and impressive a manner as does Mr. Warman, who served for many years as locomotive fireman and engineer. Under the title of "Tales of an Engineer with Rhymes of the Rail," Charles Scribner's Sons, of New York, offer a very neat and handsomely bound book containing Mr. Warman's writings. "A Thousand Mile Ride on the Engine of a Flyer," "Flying Through Flames," "Relations of the Employee to the Railroad," "From the Cornfield to the Cab," "The Nellie Bly," "The Open Switch," "Standing His Hand," and "Our Heroes," are a few of the gems which this book contains. Retail price \$1.25. Orders sent us will receive prompt attention.

Brother John Hart, of Division 325, committed suicide at Grand Junction, Col., on the morning of October 26, last, being driven to this rash act by domestic difficulties. His wife had left him some time before and had taken to evil ways, and this so preyed upon his mind that he finally was led to commit self murder. He was a member of our Benefit Department, and left a letter urging that the benefit be paid to his daughter and not to the wife, who was named as the beneficiary. The usual legal steps to change a beneficiary were not taken, however, and unless the laws of Colorado are more liberal than is the case with most of the states, the money will have to go to the party named in the certificate. This should serve as a lesson for all of the Brothers. Be certain that your insurance is as wanted; then be sure you keep it up to date.

We are advised by the receipt of an official circular, issued by Superintendent Mitchell, of the Kansas City, Ft. Scott and Memphis Railroad, that Brother W. H. Churchill, of Division 55, has been appointed assistant trainmaster, with headquarters at Kansas City. In this capacity, he will have charge of the Kansas City yard and trainmen, as well as yardmen, will be subject to his orders while within yard limits. It affords us great pleasure to note this merited promotion, and we entertain no doubt but that Brother Churchill will, by the pursuit of that straightforward and manly course which has always characterized his dealings with his fellow men, satisfactorily serve the interests of the company, and of the men thus placed under his charge.



THE CENTURY FOR THE COMING YEAR.

The Century Magazine celebrates its quarter-centennial in its November issue with an "Anniversary Number." In honor of the occasion it dons a new dress of type, with new headings, etc., and it appears in a new and artistic cover. Although *The Century* has reached an age that is unusual among American magazines, it continues to show the youthful vigor and enterprise that have always characterized it. The program that has been arranged for the coming year contains a number of interesting features. Much has already been written concerning Mrs. Humphry Ward's new novel, "Sir George Tressady," which has been secured for its pages. There was a very spirited bidding for this novel on the part of several prominent publishers, with the result that the author will probably realize from the serial and book rights of it one of the largest sums that has yet been given for a work of fiction in the English language. The story describes life in an English country-house, and also touches somewhat upon industrial questions. It begins in the November number with an account of an English parliamentary election. It will be the leading feature in fiction for the coming twelve months, other and shorter novels being contributed by W. D. Howells, F. Hopkinson Smith, Mary Hallock Foote, and Amelia E. Barr. There will also be contributions from Mark Twain and Rudyard Kipling (the latter furnishing to the Christmas *Century* one of the most powerful stories he has ever written); a series of articles on the great naval engagements of Nelson, by Captain Alfred T. Mahan, author of "Influence of Sea Power upon History"; three brilliant articles on Rome, contributed by Marion Crawford, and superbly illustrated by Castaigne, who made the famous World's Fair pictures in *The Century*; a series of articles by George Kennan, author of "Siberia and the Exile System," on the Mountains and the Mountaineers of the Eastern Caucasus, describing a little-known people; articles by Henry M. Stanley and the late E. J. Mave on Africa; a series of papers on "The

Administration of the Cities of the United States," by Dr. Albert Shaw. *The Century* will also contain during the year a great number of papers on art subjects, richly illustrated.

Prof. Sloane's "Life of Napoleon," with its wealth of illustration, will reach its most interesting part,—the rise of the conqueror to the height of his power, and his final overthrow and exile. In order that new subscribers may obtain the whole of this monumental work, the publishers have made a rate of \$5.00, for which one can have a year's subscription from November, '95, and all of the numbers for the past twelve months, from the beginning of Prof. Sloane's history.

ST. NICHOLAS IN 1896.

For almost a quarter of a century—for twenty-two years, to be exact—*St. Nicholas Magazine* has been bearing its welcome messages each month to the young people of the land. It began existence in 1873, consolidating with it in its early years all of the leading children's periodicals of that day, "The Little Corporal," "Children's Hour," "The School-Day Magazine," and "Our Young Folks" among them. The last children's magazine to be merged in *St. Nicholas* was "Wide-Awake," which was purchased and consolidated with it only a few years ago. It has been fortunate in securing contributions for its pages from the leading writers and artists of the language, while it has given to its readers many works that have become imperishable classics in juvenile literature. *St. Nicholas* has had for many years a large circulation in Europe, and it is said to be read by many royal children. When the children of the Prince of Wales' family were young the prince took six copies for his household, and the present crown prince of Italy grew up a constant reader of *St. Nicholas*.

The magazine is a help to those that have the care and up-bringing of children, in that it is full of brightness and interest and tends to cultivate high aspirations, without being "preachy" and prosy and lugging in too apparent moralizing. Its

readers are always loyal to it, and they will be glad to learn what has been provided for their delectation during the coming year. The leading feature will be a delightful series of letters written to young people from Samoa by Robert Louis Stevenson. These describe the picturesque life of the lamented romancer in his island home, and give interesting portraits of his native retainers. Rudyard Kipling, whose first jungle stories appeared in *St. Nicholas*, will write for it in 1896, and James Whitcomb Riley, the Hoosier poet, will contribute a delightful poem, "The Dream March of the Children," to the Christmas number. The serial stories represent several favorite names. "The Swordmaker's Son" is a story of boy-life in Palestine at the time of the founding of Christianity. It is written by W. O. Stoddard, whose careful study of the history of the time and whose travels over the scenes of the story have enabled him to present vividly the local coloring. "The Prize Cup" is one of J. T. Trowbridge's best stories. Albert Stearns, whose "Chris and the Wonderful Lamp" was one of the great successes of the past year, has written another story that promises much. In "Sindbad, Smith & Co.," he has again gone to "The Arabian Nights" for inspiration. An American boy enters into partnership with that greatest of sea-faring adventurers, Sindbad, and the fun and the complications that this brings about can be imagined. There are but a few of the features. During the coming year \$1,000 will be given in prizes. Full particulars concerning it will be found in the November number.

The civil service law has shown in practice the openness of its methods, its fairness to all sections and its adaptability to the public service. The competitive merit system is a vast and unmistakable improvement over the former method of selection by political or other influence, and the total results of the civil service act tend unquestionably and strongly toward better government.

But there are advances yet to be made to secure to the whole people all the benefits to which they are entitled. Therefore it is well at this time to give consideration to a principle of the law which is outside of and beyond the penal provisions heretofore discussed. The president appoints the commissioners "by and with the advice and consent of the senate," and "the president may remove any commissioner." The president, "as he may request," has the aid of the commission "in preparing suitable rules for carrying this act into effect," and the commission regulates examinations "subject to the rules that may be made by

the president." In brief, the affirmation of the president is the strength of the system. Such analysis makes clear where honor largely lies for the past. And what of the future? The duty is imperative to see to it that the next president also shall be a man who will take no step backward but will compel a continuous and aggressive advance in the application of the merit principle.—*Hon. W. G. Rice, in North American Review, for November.*

One of the strange spectacles of the past month was the effort of two notorious prize-fighters, and the people who had a financial interest in their proposed exhibition, to find a place where their brutal combat would be permitted. Dallas, Texas, was the town which was originally fixed upon, the Texas laws having been found defective in their prohibition of prize-fighting. Governor Culberson, however, was determined that the soil of Texas should not be disgraced. In the face of a great pressure against his action, Governor Culberson called the legislature together in special session and promptly secured the desired enactment. The prize-fighters were accordingly driven from Texas, and they next fixed upon the Hot Springs, Arkansas, as the place of meeting. Governor Clark, of Arkansas, was doing his best to prevent the contest at the time when our record for the month was closed; but the legal questions involved were not fully determined. The spirit shown by Governor Culberson has won the warmest approval of right minded people in every portion of the country, and it is perfectly evident that there will not long remain an inch of territory in this country where a prize-fight can occur, as a public exhibition openly announced and advertised.—*Review of Reviews.*

Although the Esquimaux laugh at death and make a jest of sorrow, they are none the less indulgent husbands and affectionate fathers. An illustration of the apathy with which mortality is regarded by them was afforded by an incident on our cruise. Ten deaths from blood-poisoning had occurred among the natives within ten days yet there were but few evidences of sorrow or alarm. When I expressed sympathy with a man whom I had employed as a pilot, and who, within a month, had lost his father, wife, child and wife's brother, he said to me smilingly, "A chook! Not so many to feed. Flour dear No fish. Plenty men hungry. Plenty men die. Ananak! Very good! Bye-bye no more Esquimaux. All sleep,—me—everybody. So Then emphasized his philosophy with a hearty laugh.—*Outing for November.*

The wonderful success which has attended the *Arena* from the first cannot but be gratifying to the gentlemen who have had it in charge. With the December number it commences its seventh year, and in that short life it has won a proud place among the foremost of all similar publications, with an influence which seems to be growing with every issue. Commencing with the next number, the price will be reduced from \$5 to \$3 per year, but this does not mean that the quality of the magazine is to be lowered in any particular. On the contrary, the current number is a practical demonstration of the publisher's purpose to make the *Arena* constantly abler, brighter and more inviting. The contributions of Prof. Parsons upon municipal affairs are of themselves worth more than the cost of subscription, and should be read by every city taxpayer in the land. The *Arena* has been, and will be pre-eminently the people's review, able and fearless in the advocacy of their rights and in the presentation of their duties, and every man who is interested in bettering the condition of the plain people should read it.

The fall number of *Art Idols* is off the press, and contains six reproductions of famous paintings, superbly printed on heavy ivory finished paper. This is the fourth number and completes the volume. This collection has been made with the most painstaking care. Only worthy subjects have been selected. Works which have received the highest praise by the most competent critics, and which have met the unanimous approval of the art lovers who gather in Paris each year to pass judgment on the works displayed in the salon.

Five of the reproductions are of the nude: "In the Harem," "Woman Playing," "La Cigale," "The Birth of Venus" and "Daphne." The sixth is Beaugureau's famous painting, "The First Sorrow," which alone is worth the price of the collection.

A complete and immediate revolution of transportation methods, involving a reduction of freight charges on grain from the west to New York of from 50 to 60 per cent., is what is predicted in the November *Cosmopolitan*. The plan proposes using light and inexpensive corrugated iron cylinders, hung on a slight rail supported on poles from a cross-arm—the whole system involving an expense of not more than \$1,500 a mile for construction. The rolling stock is equally simple and comparatively inexpensive. Continuous lines of cylinders, moving with no interval to speak of would carry more grain in a day than a quadruple track railway. This would constitute a sort of

grain-pipe line. The *Cosmopolitan* also points out the probable abolition of street cars before the coming horseless carriage, which can be operated by a boy on asphalt pavements at a total expense for labor, oil, and interest, of not more than \$1 a day.

It (Americanism) seems to me to be, first of all, a consciousness of unfettered individuality coupled with a determination to make the most of self. One great force of the American character is its naturalness, which proceeds from a total lack of traditional or inherited disposition to crook the knee to any one. It never occurs to a good American to be obsequious. In vulgar or ignorant personalities this point of view has sometimes manifested itself, in swagger or insolence, but in the finer form of nature appears as simplicity of an unassertive yet dignified type. Gracious politeness without condescension on the one hand, or fawning on the other, is noticeably a trait of the best element of American society, both among men and women.—*Robert Grant, in the November Scribner's.*

It is as gratifying to note the indebtedness of England's really great thinkers to American discoverers as it is humiliating to see the American public's eager acceptance of anything English which comes labeled "fiction," stamped with the name of any well known publisher. Many a book of English origin has been rushed upon the American market with shrewd accompaniment of newspaper sketches and portraits of the author, and had a large sale among that extensive and growing class with whom novel reading is a fad, when the better work of our American novelists, full of the thrill of our richer American life, has found comparatively few appreciative readers.—*Midland Monthly.*

The editors of *McClure's Magazine* call attention to the unaccountable neglect of Lincoln as a subject for a magazine serial. Books about Lincoln have, necessarily,—like all books of biography,—a limited circulation, and only once before has a magazine published a life of Lincoln. People at large know little of the first forty years of Lincoln's life. Few know that he was a man grown before he left Indiana for Illinois. He spent fourteen years in southern Indiana, and left there in his twenty-second year. There is a remarkable resemblance between the early portrait of Lincoln in *McClure's* for November and the portraits of Emerson.

Of the many art periodicals now published no one is more thoroughly satisfactory in every particular than *Sun and Shade*. This is especially true of the August number, which was made a souvenir of "Cup Defenders and Challengers," and is undoubtedly one of the finest of all the pictorial histories of the series of contests which have brought so much of honor to American yachtmen.

MENTIONS

The Secretary of Division 103 desires the address of Matt Cullen, late member of 287.

If Brother T. P. Reardon will write to the Secretary of Division 305 he will hear something to his advantage.

Brother W. T. McAtee, 1014 Sixth street, Louisville, Ky., wishes the address of Daniel J. Fisher, late of Division 192.

Brother Charles Alexander, of Division 164, will learn of something to his advantage by corresponding with his Secretary.

Brother M. C. Savage, Chief Conductor of Division 277, Sanford, Florida, wants the addresses of the following Brothers: S B. Leggett, E. L. Anderson, L. S. Marlin and J. M. Hampton.

- The Orphan Boy Extension Mining and Milling Co., 84 Kittredge Building, Denver, Colorado, will be glad to mail, upon receipt of application for same, a handsome pamphlet entitled "The Story of a Mine."

The home of Brother S. E. Hughes, C. C., of Division 20, of Collinwood, Ohio, was destroyed by fire on the night of October 3d, last. Most of the furniture was saved, but the house was a total loss and was insured for only half its value.

Defender Division No. 312 was organized at Union Hill, N. J., on the 14th of October last, by Brother C. H. Wilkins, A. G. C. C. The new Division starts out with an excellent membership, and will prove to be a valuable addition to the forces of the Order in that state.

Brother E. A. Beeks, of Division No. 1, has retired from the railroad business, and has associated himself with the Continental Masonic Ac-

cident Association, as special agent. His office is at 1517, Masonic Temple, Chicago, where all the Brothers may be sure of a cordial welcome.

We are glad to note that the difficulty which existed for the past few weeks between the International Typographical Union, the International Printing Pressmen's Union and the Brotherhood of Bookbinders on the one side, and the Werner Printing Company, of Akron, Ohio, on the other, has been settled in a manner satisfactory to the Unions. May like success attend all their efforts to secure that which is right and just.

All members of Division 91, O. of R. C. of Portland, Oregon, who have paid their dues for 1895, and all who pay for 1895 before December 1, will receive a receipt in full for 1896, including card. This will not apply to assessments of any kind. J. M. POORMAN, Sec. and Treas

The mother and sister of Brother J. J. Murphy, recently deceased, write to return their thanks to the Brothers who gave them aid and comfort in their sad bereavement. Among those especially mentioned are Brothers F. M. Beardsley, of Division 254, W. C. Smith, of Division 89, and William Doyle, together with all the railroadmen of Cadillac, Mich., for their kindly attentions at the time of his death.

Miss Sara, daughter of Brother W. H. Frisbee, of Division 32, was united in marriage to Mr. David Hum, Jr., at the family home in Meadville, Pa., on the afternoon of the 24th ult. Both of these young people are held in the highest esteem wherever known, and if good wishes can insure happiness there can be no question as to their future.

Do you want a copy of The International Piano and Song Portfolio? This is a folio with a handsome lithographed paper cover, containing 250 pages of vocal and instrumental music, a choice

selection, gathered from the great composers of all nations. If you do, send us a subscriber for THE RAILWAY CONDUCTOR, paid for one year in advance, and we will deliver this to you by mail, postpaid.

Attention is called to an important notice in the advertisement of J. S. Townsend, this month. Mr. Townsend has been an old and tried friend of the railroad organizations, and has worked so exclusively among the railroad employes for his trade, that we think it but fair to give him this notice, and to commend to our readers and membership, his sale, if they need anything in the line of his business.

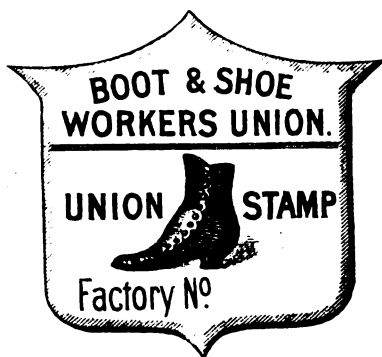
Brother B. B. Todd, chairman of the board of directors of the National Association of Railway Yardmasters, advises us that he has seen a card or credential assuming to be issued by "The Railway Yardmasters' Association." He pronounces these credentials a fraud, as there is no such association, the final dissolution having occurred in June, last, and The National Association of Railway Yardmasters, which was organized to take its place, does not issue any cards or credentials whatever.

We are informed by the Chief Conductor of Division 18 that one G. W. Hendry, formerly a member of that Division, and who was employed on the St. L. & S. F. Railway at Paris, Texas, is representing himself to be a member of 18. Hendry is neither a member of the Division nor of the Order, and any credentials as such that he may possibly present are not genuine. If any such are offered, the one to whom presented is requested to take up and forward to H. W. Smith, Chief Conductor, Box 333, Temple, Texas.

Do you want a first-class premium? We are able to offer large numbers of handsome premiums for those who will interest themselves in securing some subscribers for THE RAILWAY CONDUCTOR. Everyone has heard of "The Leather Stocking Tales," by J. Fenimore Cooper. These books, five in number, The Deer Slayer, The Path Finder, The Pioneer, The Prairie, and The Last of the Mohicans, printed on good, clear paper, size of the printed page, 6x3½ inches, handsomely bound in heavy, lithographed paper covers, will be sent postpaid to anyone sending us two subscribers, paid one year in advance.

The White City Art Company, of Chicago, Ill., always have something of an intensely interesting

nature, as well as of distinct art value, to offer. Their series of art folios, consisting of reproductions of Jackson's famous photographs of the World's Fair buildings, offers probably the finest collection of pictures on this subject yet produced. The series consists of eighty pictures in seven sets of twelve each, except that the last set will contain eight pictures and three pages of encyclopedian information, descriptive of the entire series. These are offered in their Educational Fine Art Series, published monthly, \$6 per year.



THE CONDUCTOR believes in the principle of union labor patronizing union labor and its products. The members of labor organizations cannot assist other labor unions more easily and more effectually than by demanding their product when making purchases. Union labor seeks to secure the highest possible rates of compensation for their services and each should be willing to assist in every honorable way to bring about that desired end. One of the consistent and progressive labor organizations of the present day is the Boot and Shoe Workers' Union, and when purchasing goods of this kind, it will be well to see that they bear the union label of this organization, cut of which is gladly brought to your notice.

The five federated railroad organizations at Mauch Chunk, Pa., viz: Engineers, Firemen, Trainmen, Telegraphers and Conductors, are known there as the "Big Five," and they play an important part in all that goes to make up the current history of their city. On the evening of October 25, last, they gave their first union ball, and to say it was a complete success would be to tell but part of the story. Fully 1,000 people were in attendance, and a more congenial crowd of the size was never brought together. The floor was excellent, the music dance-inspiring, the refreshments were all that the most fastidious could ask, in short it was the social event of the season

for Mauch Chunk, and the boys are to be congratulated upon the splendid success that crowned their efforts. The fraternal spirit here shown means more than the mere success of a social gathering; it means that the men who run the railroads of the United States are coming closer together with the passage of every year. But the lesson of strength in unity is only beginning to be appreciated. Every application of the principle brings to it new friends, and the time is not far distant when all railroad men will be working in perfect harmony and securing a larger measure of the recognition they deserve.

* *



C. S. DODSON.

The original of this cut is the "Old Reliable" Secretary of Division 89, Brother C. S. Dodson. Brother Dodson has just been triumphantly elected representative from the forty-seventh district in the state of Kentucky. THE CONDUCTOR has always wished Brother Dodson success in his undertakings because he has always been busy in an effort to do something of good for his fellow man. No doubt his well known disposition in such affairs has been a strong factor in his election. The announced platform upon which he was elected favored "protection to home industries and home labor (not convict labor), a sound currency, economy in state and local expenses, less city taxation and a better city government in all its branches," and is characteristic of the man. We congratulate Brother Dodson and feel perfectly safe in predicting that no one who assisted in his selection will have any cause to regret his action.

* *

It is generally known that several counterfeiters of Division cards and railroad credentials generally were arrested in St. Louis last spring. J. D.

Robbins and John McDermott pleaded guilty and were sentenced to six months in jail. Two, Harris and Ryan, secured bail and "jumped it." Thomas O'Connor and William Glenny were indicted but were not captured. Edward Wheeler, who has been out on bail, was to have been tried October 24, but we are not yet advised of the result. Each of these worthies has a number of aliases, and all of their ilk should be carefully guarded against. Robbins was, at the time of his arrest, a member of 92 and there can be no doubt but that he furnished the others information which he had solemnly obligated himself to carefully guard as secret. It is to be hoped that their arrest and punishment will have a salutary effect.

* *

The fifteenth annual convention of the American Federation of Labor will be held in Madison Square Garden, New York City, commencing at 10 a. m, Monday, December 9, next, and continuing until the business of the gathering concludes. The work to be done is of great importance to all labor organizations and it is expected that the attendance will be the largest in the history of this body. Among the more important matters to be brought up for the consideration of this convention will be the eight-hour day. The Denver convention declared in favor of the eight-hour day, but left all the details with regard to its enforcement to the gathering now so near at hand. Ever since the question has been thoroughly discussed in all its bearings, and it is expected that the delegates will come together prepared to legislate as such an important matter requires.

* *

So long as railroads run, accidents will occur and employes will be crippled. When a railway employe has the misfortune to lose a limb or arm, his ability to secure an artificial one to take its place is more or less of a serious question. There are, of course, those who can afford to purchase, and there are those who cannot. We do not wish to trade on anyone's misfortune, but we believe there are instances where the unfortunate would be very glad to avail themselves of an opportunity to secure an artificial limb at the cost of personal effort which they would still be able to put forth. With this end in view, we have made arrangements with leading manufacturers of these appliances, and although they are an expensive premium, we are able to offer the very best artificial leg as a premium for a club of 160 subscribers paid in advance, and the very best arms for clubs of from eighty to two hundred, dependent upon the point at which the arm is amputated. This may seem like a large list of subscribers, but when someone undertakes it on this account, he will be surprised to find how easily they are secured.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Cedar Rapids, Iowa, Nov. 1, 1895; Expires Dec. 31, 1895.

Assessment No. 302 is for death of W. W. Vance, Oct. 19, 1895.

BENEFITS PAID FROM SEPT. 21 TO OCT. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AM'T.
912	D. R. Ennis	Crushed between draw-bars.	222	101	A	Death	\$1,000
913	J. M. Barron	Consumption		4143	C	Death	3,000
914	J. D. Sagabiel	Consumption	276	2064	A	Death	1,000
915	J. Langworthy	Sepsis, following fracture of femur.	86	3114	C	Death	3,000
917	J. J. Murphy	Accident	254	4434	C	Death	3,000
918	J. H. Crowninshield	Fracture frntl. bone.	143	3275	C	Death	3,000
919	C. H. Jones	Paresis	287	4282	C	Death	3,000
920	W. L. Jones	Accident	103	2131	A	Dis.	1,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,217; Series B, 2,947; Series C, 4,585; Series D, 370; Series E, 72. Amount of assessment No. 302, \$26,706; total number of members, 13,202.

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Sept. 30, 1895.....	\$2,091,552 40
Received on Expense Assessments to Sept. 30, 1895.....	50,728 30
Received on Applications, etc., to Sept. 30, 1895.....	31,531 91
	<hr/>
	\$2,173,812 61
Total amount of benefits paid to Sept. 30, 1895.....	\$2,055,867 00
Total amount of expenses paid to Sept. 30, 1895.....	72,579 23
Insurance cash on hand Sept. 30, 1895.....	45,366 38
	<hr/>
	\$2,173,812 61

EXPENSES PAID DURING AUGUST.

Incidental, \$2.55; Fees returned, \$4.00; Assessments returned, \$4.00; Stationery and Printing, \$10.90; Postage, \$134.00 Salaries, \$375.67; Total, \$531.12

The above amounts were paid out during the month, but items of postage, printing, legal, etc., often cover supplies and work for more than one month and sometimes several months.

Received on Assessment No. 299 to Oct. 20,.....	\$25,464 00
Received on Assessment No. 300 to Oct. 20,.....	13,370 00
Received on Assessment No. 301 to Oct. 20,.....	4,717 00
Received on Assessment No. 302 to Oct. 20,.....	1,319 00

M. CLANCY, Secretary.



OBITUARY

Waterberry.

Brother L. W. Waterberry died October 16, at Salida, Col. from injuries received while in the performance of his duties. He was struck by a bridge the day before his death. Mr. Waterberry was employed by the Denver & Rio Grande at that time. He was a member of Cheyenne Division 128, and was for many years employed as Conductor by the Union Pacific at that point, and leaves a large circle of friends there to mourn his untimely death. His remains were taken to Jefferson, Wisconsin, by his mother and sister, to whom Cheyenne Division 128 extend their heartfelt sympathy.

Nash.

On October 3d, Mrs. Nettie Nash, wife of Brother A. D. Nash, of Division 76, was thrown from a buggy and instantly killed. By this accident Brother Nash lost a faithful wife, his children a kind and loving mother, and her many friends a true companion. The members of the Order generally will extend to Brother Nash and family their heartfelt sympathy.

Beigle.

At a recent meeting of Division 64 resolutions were adopted expressing the sorrow of the members at the great affliction that had befallen Brother Frank Beigle, their C. C., in the death of his wife, which occurred on September 7, and extending to him their sincere sympathy in his sad bereavement.

Drake.

Brother G. E. Drake and wife have the sympathies of the entire membership of Division No. 9, on the death of their little daughter, Clara, who departed this life September 21, aged 20 months. Little Clara was a bright and affectionate child and the pet of the family. Brother Drake is an old and valued member of Elmira Division, No. 9.

Sinclair.

Brother John H. Sinclair, of Division 317, was killed by the switch engine in the yard at Van Nest, N. Y., September 29. Brother Sinclair was crossing the yard to take out his train, when he was run down and instantly killed. The remains were brought to New Haven and buried from his late home, 130 Portsea street, under the auspices of the O. R. C. Brother Sinclair was one of the oldest members of the Division and stood high in the estimation of all who knew him. The deepest sympathy of the entire membership is extended to his wife and two small children.

Miller.

Division 144 is in deepest mourning over the sad death of one of its most respected members, Brother J. W. Miller, who was killed at Manor Station, on the Pennsylvania railroad, on the night of October 9, while in the performance of his duty. He was Conductor on the Pittsburg Division for ten years, and had a host of friends both in and out of the Order, who will grieve with us. He was in the 36th year of his age, enjoyed the confidence and respect of all for his genial, kind and unselfish ways. His broken hearted widow, children and parents have the sympathy of the entire Division in this trial. He was buried at Derry cemetery on the 12th, eight members of Division 144 acting as pall bearers.

Moulthrop.

On Friday, October 18, occurred the death of our esteemed Brother, Charles V. Moulthrop, at 36 Granville avenue, Grand Rapids, Mich. Brother Moulthrop suffered a stroke of paralysis about two years ago, and had not fully recovered when he was stricken again. He had no family, but had been making his home with a widowed sister. He was a Conductor on the C. & N. W. R'y up to two years ago. The funeral was held Sunday, October 20, at the home of his sister, under the auspices of the Knights Templar, who marched to the cemetery in a body. The deceased was one of the best known and most highly respected members of this Division and his death brought a personal sorrow to all his Brothers. At a subsequent meeting of the Division resolutions of respect to his memory and sympathy with his bereaved sister were adopted.

Geib.

Brother Peter Geib, of Division 33, was killed at Clinton bridge on the 3d inst. The particulars of the accident are not known, but it is supposed that the Brother was knocked from his train by the bridge. His death brings a severe loss to the Division, and the sincere sympathy of all the members will be extended to the sorrowing wife and family.

Neville.

On the 24th of last October the members of Division 7 were called upon to mourn the loss of Brother C. H. Neville, by death. He was a true and tried Brother, an upright citizen, and a kind and loving husband, one whose place in all the walks of life it will be difficult to fill. The sympathy of the members of the Division was extended to the family in their great affliction.

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CONTRIBUTED.

DOWNING THE RING.

BY B.

A spasm of political purity convulsed the good citizens of Brown City and Puyallip county: they had determined to get out from under the rule of the ring. The political affairs of both city and county had been administered for so long by a set of political tricksters who had none of them ever performed an honest day's work in their lives, and who flagrantly and arrogantly defied the popular will, by working in the interests of the powerful Southwestern Land and Iron Company instead of the people at large, that forbearance had ceased to be a virtue, and the people had risen up in their might, determined to deliver Puyallip county from the grasp of the octopus.

It was by no means the first time that the good citizens of Puyallip had aroused themselves to defend their homes against the manifest political corruption which afflicted the community; on several previous occasions they had protested against being plundered by their political rulers, but their former protests had been as the gentle summer zephyr to the howling tornado of the arctic regions by the side of this last one. Their former protests had meant merely change. This last one meant revolution. Formerly, when the maladministration of affairs political by a set of republican office-holders had become so flagrant that it was no longer to be quietly borne, the citizens had manifested by turning their disapproval them out, bag and baggage, and installing a set of democratic officeholders in their room; then, when the ripening hand of time had made the

democratic officeholders to become as a stench in the nostrils of honest men, the citizens had ridden them out on the top of a wave of popular indignation and put the old set of republican officeholders back in the harness again. Each one of these political metamorphoses had been hailed with great rejoicings as being in the nature of a final deliverance from evil, and after each assertion of their political sovereignty the people had congratulated themselves that the ring had been finally downed and placed beyond the chance of ever raising its head in Puyallip county again. But at last the people had awoke to the fact that they were merely exchanging the devil for the deep sea in these see-sawings back and forth from the cohorts of one political party to those of another, and this last uprising was entirely different from the former ones, in that the people seemed to have no confidence in obtaining relief from the opposite political party. The democratic ringsters had remained in uninterrupted possession of the offices for a period of four years, and it had again come to the point where there must be a change. The republican ringsters were on the *qui vive* for another wave of popular indignation to sweep their democratic opponents into political oblivion, and had set their caps for another feed at the public crib. But they were destined to experience a little surprise; the battle was not to come as easy for them as they thought. Many of the old timers—for a wonder remembering the scandals connected with former republican ad-

ministrations of affairs political—became all at once possessed of an entirely new idea. They'd have none of the old political parties; they'd organize an independent movement.

"A plague on both your houses," said they, "what sense is there in putting out a set of democratic rascals merely to put republican rascals in? If we must be robbed, the job might as well be done by the democrats as the republicans; the effect on us is the same in either case. We object to being robbed at all. So let us rise up in our might and cast both sets of our would-be political servants into outer darkness."

That is the spirit in which the independent movement was started. The resolution was taken at a mass meeting of the citizens, held to express indignation at the latest action of the democratic board of supervisors in expending nine-tenths of the county road fund for the improvement of roads which not ten persons in the county outside of the employes of the Land and Iron Company ever used, and at the same time leaving roads which were of vital necessity to a large body of farmers in going back and forth between their homes and Brown City in an almost impassable condition. This road matter was only one of many political grievances which the people had against their rulers; it was merely the last straw, and after it had been discussed in connection with many other political evils which afflicted the community, there was little hesitancy in adopting the suggestion for an independent movement. The resolution rather took the republican party managers by surprise, as they were not prepared for an expression of that kind, and had had no thought but that the people would, as usual, flock to them for relief. The matter was rather serious, too, from a party standpoint, as the leaders of both parties well knew that if the people were really bent on sticking together it was all up with the old party organizations in Puyallip. There was, therefore, an especial motive for downing the independent movement.

The business end of the independent movement was the Civic Federation in Brown City. This organization was composed of the very "solid" and "respectable" citizens of the community; it was officered by the leading preachers of the city, and it had some very lofty and exceedingly commendable ideas of political administration. Indeed, so high did it set its mark, there was danger at the very inception of the movement that there would not be found in all Puyallip county a person of character sufficiently blameless to mark him as the federation's candidate for office. It is needless to say, then, that all professional politicians, of whatever name, were, in the expressive

language of "Chimmie Fadden," treated to a large dose of the "Marble Heart" at the very outset.

When the populists made overtures for an alliance with the independents, on the well known ground of populist hostility to both of the old parties, they were treated with haughty disdain.

The populists had polled thirty-eight votes in the county at the previous election, and, relying on the justice of their cause and the superlative excellence of the principles their party stood for, they confidently claimed the ability to roll up a total of at least fifteen hundred votes at the coming election, while some of the most sanguine ones even went so far as to predict the election of the populist candidates for sheriff and clerk. But these representations of populist strength had no effect on the dignified leaders of the independent movement. "This is purely a local affair," said they, "we merely seek to deliver this community from the evils of ring rule, and do not wish to complicate the issue by the introduction of questions relating to state or national politics. Above all, we do not propose to alienate the respectable element on which we depend to accomplish our purpose by indorsing the Omaha Platform, which we certainly would do if we entered into a populist alliance. If we cannot purge this community of the corrupting influences which are sapping away all civic virtue and making Puyallip a synonym of all that is vile and degrading in politics, if we cannot put men in office who will regard the interests of their constituents, and administer the affairs of this community on business principles, without indorsing all of the anarchistic vagaries and socialistic nonsense which the populist party stands sponsor for, then it were better far that the things we complain about remain as they are. The populist demands are dangerous, destructive of social order, calculated to sap the very foundations of true manhood and good citizenship; and we cannot permit ourselves to rest under even the suspicion of giving support to such revolutionary doctrines, even though we might thereby gain a temporary advantage in accomplishing our highly laudable purpose. We confidently rely on the support of all good citizens in electing our candidates, as those candidates stand for purity in elections and a business administration of the offices to which we feel that the votes of the respectable portion of the community, irrespective of party affiliations, will call them."

Having thus boldly decided to go it alone, the independents next proceeded to nominate a list of candidates. This was, under the circumstances, seeing that all the principles for which the party was contending depended for their fulfillment on

THE SEASON'S GREETINGS.



The Conductor Hopes He Will Get Around to All.

the character of the candidates, a rather ticklish business; but it was accomplished successfully, and it must also be owned that in its accomplishment the independents displayed a degree of political sagacity which their opponents had failed to give them credit for. One of the major grievances which the county people had against the rings was the disposition manifested by the city politicians to hog all of the best paying offices. By reason of a preponderance of delegates in the county conventions, the city men had always managed to nominate the candidates for sheriff, clerk, recorder, etc., from their own ranks, leaving the county candidates for these offices out in the cold. This practice had caused many heart-burnings among the county men, and it constituted a real grievance against the city politicians. The men from the townships felt that they were not fairly treated by their city brethren, and on numerous occasions when the wishes of the county delegates had been disregarded in this way the party managers had been compelled to exercise all of their ingenuity to prevent a bolt in the convention. The independents took note of this grievance and catered to it. They selected their candidates for both sheriff and clerk from the townships, and not only did they thus placate the county element which was clamoring for recognition, but they also secured excellent candidates for these important offices.

Their candidate for sheriff was a prosperous farmer who had long been president of the Puyallip County Agricultural Society, and who had won quite a reputation for himself by his vigorous opposition to all gambling devices,—horse racing, wheels of fortune, shell and monte games, etc.—as well as liquor selling at the county fairs. There were many who charged that his enforcement of this policy was largely responsible for the deficit which annually appeared on the books of the agricultural society, and there was a considerable element, representing, of course, the immoral classes in the community, which earnestly demanded his resignation on this ground. But the respectable element quite generally approved of his policy, and he was sustained in his position by their efforts; and it was almost universally conceded that the independents had made quite a hit in selecting this strong, conservative man for a place on their ticket.

Their candidate for clerk was also a prosperous farmer, and of much more than local reputation by reason of the fact that he had been for several years the secretary of the Presbyterian Home Missionary Society, and had cut quite a figure in the last two national conventions of that body; he was everywhere regarded as a rising young man.

Taken all around, the distinguishing feature of the independent ticket was its eminent respectability. There was not a candidate in the lot who might not well have served as a model of good citizenship to the rising generation. But, notwithstanding their respectability and undeniable worth, the candidates appeared to be, without exception, entirely destitute of the faculty of arousing enthusiasm in the great body of the electorate. In the language of a ward politician, they were "frosty, very frosty!" They confined their campaign wholly to the discussion of local issues; showed up the rottenness of the ring; told the people how the property of the giant corporation which controlled county affairs was taxed on a valuation of about 7 per cent, while the general valuation throughout the county was more than 30 per cent; showed where vast sums of money had been expended and improvements made wholly in the interest of this corporation, and without the slightest benefit to the people at large; presented statements in detail of the vast sums which were annually taken out of the county by the non-resident owners of this vast property, whose only interest in county affairs was to receive their rents and dividends regularly and whose well-known policy was to reduce the wages of their employes to such a point as to render them veritable serfs, unable to assert their independence as American citizens; pointed to the debt of one hundred thousand dollars which had been saddled on the county on account of the military protection afforded the company's property during the recent strike, which strike had been brought about wholly by the arrogant stand of the company's manager in refusing to listen to the demands of the employes that the ten hour law of the state be observed, and that they be given living wages for their work; they told them all these things, and in general pledged themselves to their correction: they demanded that the laws be executed impartially, and that the corporation be placed on exactly the same footing as all other business interests, and compelled to bear its fair share of the burdens of local government. These were issues which naturally came right home to the people, yet their presentation was listened to coldly. The independent audiences were small, and the applause at telling hits of the speakers was generally listless and without heart.

The independents had been some time in the field before they encountered any open opposition from the ringsters, and it looked for a time as though they were to have the battle all to themselves. But those who thought in this wise deceived themselves, as the ringsters were merely lying on their oars, taking the measure of the op-

position. The republicans finally held their convention, passed the usual set of burning resolutions condemning the democratic administration in nation, state and county, and nominated the regulation set of candidates. The democrats followed shortly afterwards, passed the usual set of resolutions reaffirming the principles of Jefferson and Jackson, eulogizing the administration of national affairs by the party, and then, "in view of the complicated position of local politics," they endorsed the entire populist ticket. This action alienated many good democrats, and it was regarded by the independents as a distinct strengthening of their cause. But the direction in which the cat was expected to jump was indicated by the *Brown City Tribune*, which had always been a staunch supporter of democracy, when it came out with the declaration that patriotic democrats would much better support the republican ticket than commit themselves to populism. The next morning an open letter appeared in the *Tribune*, over the signature of the president of the leading bank, who was also one of the directors in the Land and Iron Company, and who had always been a prominent democrat and a generous contributor to democratic campaign funds. He repudiated the action of the democratic convention, deplored the fact that that body had been packed by "emissaries of the rabble," and declared his intention to support the republican candidates in the local fight. The leading democrats thenceforth took little interest in the campaign, leaving it to be fought out by the populists. The fight was now fairly on between the independents, the republicans and the populists; the democrats didn't seem to be in it at all.

The republican candidates made but few speeches, and those few were of a general nature. They made no attempt to discuss the affairs of Puyallip county, further than to condemn "the scandalous mismanagement of county affairs by the present democratic administration," but they pointed to the glorious record of the grand old party that saved the nation in its time of trial and wiped the blot of chattel slavery from off our national escutcheon; they pointed to the prosperity which was so much in evidence when the present democratic administration came into power, spreading disaster, like a pall of night, over our once fair land, striking down our industries, and consigning countless thousands of honest wage earners to idleness and poverty. They condemned the course of the administration in the Hawaiian matter, and demanded annexation for the honor of America. They scored the administration for its incompetency and imbecility in turning over the financial affairs of the gov-

ernment to the agents of a syndicate of foreign money loaners, and issuing bonds to meet the running expenses of government in time of profound peace. They urged the voters to stand together and repudiate the policy which was bringing disaster upon the entire country, to return to power the party which had always stood for the dignity of American manhood, the party which believed in preserving America for Americans, and protecting American labor from the blighting influence of pauper immigration, the party which alone possessed the brains and the statesmanship necessary to the successful manipulation of the helm of the ship of state, and which was capable of sustaining the honor and dignity of America in the family of nations. And they would up by pointing to the complete degeneracy of the democracy, as exemplified by the local alliance of that party with the positively dangerous elements of the community. There was not the slightest prospect for the success of the independent ticket, they said, and a vote for that ticket meant a distinct weakening of the only party which was competent to give the people the relief which they were entitled to, and might result in putting the dangerous populists in power; while a vote for the demo-populist aggregation simply meant a vote for socialism and chaos.

It was a singular fact that the people enthused to a wonderful extent over the general issues presented to them by the republicans, whereas the local issues presented to them by the independents failed to arouse them from a state of torpor, although the local issues were really the only ones in which they had the least interest. The demo-populists occupied a sort of an anomalous position, and they were entirely out of the running after the first week of the campaign.

About a week before election the republican manager in Brown City said to one of the party workers, "Jake Smith, chairman of our township committee out in Gaines township, is going to have a logging bee tomorrow, and I wish you would take seven or eight of the boys and drive out and help him. Give the crowd a little talk, and be sure and take a few kegs of beer along to make things jovial." Logging bees in Beaver and Brant townships were similarly organized and treated. Then came a grand husking bee in Tryon township, and a plowing bee in Ozark; the thing went on until the republican headquarters in Brown City became as quiet as the grave, all the workers having suddenly developed a taste for helping the farmers with their fall work. It was about this time that Zwingli, the Hungarian orator, was sent out among the miners. He talked to his countrymen in their own language;

bought beer for them, and supplied the really destitute ones with quantities of flour and pork. Pokriefki, the Polish storekeeper in the sixth ward of the city, where all the Polacks lived, was seen by a member of the campaign committee, and given *carte blanche* to furnish every Polack family in the ward with a fifty pound sack of flour in the name of the republican candidate for sheriff; and Zalasinski, the saloon keeper, had a sum of money deposited in his till, sufficient to treat all the boys to what they wanted in the name of the republican candidate for clerk. Finally, the sixth

being a strong democratic ward, Czeweski, a Polack of much influence, was promised an appointment as deputy sheriff, and another, Steyaskofkowszc, was slated for the appointment as turnkey at the jail. All these little incidents had their influence on the election, and when the votes were counted it was found that the entire republican ticket was elected by pluralities ranging from five hundred to sixteen hundred. The demopopulists polled about eleven hundred votes, while the independents hardly knew they had been running at all. And that's the way the good citizens of Puyallip downed the ring.

FOSSILISM, GOODNESS, AGGRESSION.

BY JOSE GROS.

All knowledge is a question of classification, and it grows or increases in proportion as classification improves. Without the latter we have chaos in the realm of thought as we had it in infinite space before matter had classified itself in certain forms and forces with which to evolve the cosmos, and to all its beauties in shape, color, aromas and sounds. Every branch of knowledge, what we call science, has its own especial classifications. Hence the need of our following the same process in the science of economics, the only one which deals with men in their general relations with each other, and the planet where they have to live and die. It looks as if such a science was to be the most important of all, because the only one with which we can learn how to organize happiness among ourselves. Without economics we act like a group of blind people, forever trying to find the way out of a heavy forest, and so roaming in all directions, to and fro, returning to the same spots, stumbling against the same obstacles in our interminable wanderings, and calling that progress because we keep in motion anyhow, with somewhat new funny adventures every now and then.

We all know the great advantages of organization. A well organized army of 10,000 men shall always get the best of an army two or three times larger but very poorly organized. In business, the most fatal results are to be expected when absence of system and organization prevails for any length of time. The same happens in domestic affairs, or any other human activity. Organized happiness should then be far superior in results to any disorderly, haphazard one, just the kind we have had ever since a supposed certain couple overlooked a certain classification about trees and their fruits.

We have said that economics is the science which deals with the general relations of men. Let us then commence by classifying men, and thus try to ascertain why we have all along so dismally failed in that organization of happiness so desirable, if we want to be sensible with each other while on earth. The classification we propose is very simple, and shall form the object of this short essay. We can notice, in contact with our fellowmen, that in the midst of all their boundless variety of types, each one of them is pre-eminent in one of the departments, we take the liberty of calling Fossilism, Goodness, Aggression. Let us explain what we mean.

The fossil is something that remains unchanged for a long time. Humanity has always been beautifully well provided with people about pleased with present conditions, while most pitifully groaning because of the trials they had to stand. They have considered them so inevitable, and have been afraid of increasing their troubles if they dared to do anything towards decreasing them. A rather ridiculous philosophy, is it not? But how can we expect any better as long as we presuppose that in the divine mind the earth is meant to be a torture shop until something totally different is evolved without any efforts of our own? That implies that we can do nothing to materially improve ourselves, or very little anyhow. Hence the fossilism of large portions of the human family, what some people call conservatism, by which they practically mean to conserve, to preserve, to perpetuate as many iniquities as we can manage to hold, in our social structure, as long as we don't go to pieces right out; but manage to linger through life in poverty, or fear of poverty, in disease or constantly subject to it, in excitement and un-

certainties all the time, thankful if occasionally we can have a laugh or a few hours escapade from our hard drudgery of school.

The human or mental fossilism, fed by the above causes, does not interfere with the evolution of considerable goodness among some choice types. The writer has been happy enough to meet them in both continents, and they can be found everywhere and in all periods of history. That proves, anyhow, that the whole human race rests on a grand reservoir of all that is good and noble, since it can spring up in spite of very abnormal conditions, and exhibit itself here and there, in forms the most touching and prominent. It also proves that, without the idiotic conception about the inevitableness of evil on earth, we could soon assert the supremacy of all that is good, when we would find that we could get along very nicely without any evil. When we stop to meditate that for forty centuries of post deluvian civilization, all the forces of human law have been bent upon encouraging selfishness and greed, thus poisoning the tendencies of men, inviting the worst instincts to grow and develop, making it as hard as possible for the good ones to come out and flourish, we then are amazed and dazzled at the sight of the general good that remains yet among most fossils, and the heroic one to be often found among some people whose conditions have not been quite as abnormal as among the rest. Again that proves the fallacy and gives the lie to the barbarous supposition that we are not made to be good. It just shows the reverse. It shows that the whole race would rapidly rise into a high degree of goodness if only human laws were co-operating with the laws of God in normalizing the conditions of life for all men, instead of making life as hard as possible for most of them.

We shall now try to explain the idea we desire to convey with the word Aggression, as forming one of the three grand elements of our human classification, tending to arrive at a certain conclusion as we shall see very soon. To begin with, let us ask a question. Can goodness accomplish much of anything without aggression? Remember that we don't refer here to the aggression that may tend to perpetuate evils, nor simply to that one forever hammering against the branches of the tree of evil, and never at the trunk, never for the purpose of cutting down the bad tree. Very few men at any one period have been aggressive towards fundamental evils. That explains the slow progress of the race. In the long run, no form of aggression counts for much of anything when it is limited to incidental evils. God seems to deal with superficial reformers as He does with farmers who let their crops be eaten up by weeds.

In both cases results are miserable because of jobs poorly performed. Divine laws don't admit of any trifling anywhere, under any conditions. Saints or sinners, we all must suffer from absence of logic in our dealings with each other or the universe around.

Aggression of the right kind, at the right time, as we have mentioned, is then essentially important in God's eyes. In vain are all incidental evils strongly supported by vast numbers of the best men in nations, century in century out. As their aggression is not fundamental, it does not account for anything permanent. The old incidental evils may disappear for awhile, to soon spring up, in a new dress if not with the same old suit. As a proof of all that we all say that history repeats itself. And we apply that saying to the semi-eternal reproduction of evils and sad events. Absence of fundamental work explains such historical repetitions among men, by which all civilizations seem to travel around a vicious circle.

If there is any truth in the personal existence of that satan of ours whom we often blame for our own sins, (it is so nice to have a scapegoat somewhere) we would say that all his efforts are limited to see that the bulk of our good people, from those good by 10 per cent to those good by 99½ per cent, that all such people should be persuaded to avoid all fundamental work, in society, among men, and so spend all their energies in incidental reforms, as well as in personal good, right and left. Through that little trick alone our satan could easily perpetuate his own kingdom on earth as long as there were any such good people on earth. As soon as they were gone the race would go to pieces, without fundamentally aggressive men, when satan's triumph would be complete, because of surface goodness.

Well, joking aside, we all know that there is a personal God somewhere, and a very aggressive one, too. Christ himself was an aggressive good man, always tender towards the oppressed, never very friendly and sometimes pretty harsh in words and the scourge, when dealing with the respectable elements of his day, in the church and the state of his day. The divinity of that Christ was so beautifully reflected in his being able to show to men the need of combining goodness with aggression along fundamental lines.

When a certain proportion of our good people learn that lesson from Christ, then all fossilism shall rapidly vanish, and the kingdom of heaven shall be at hand!

Our final conclusion seems to be most emphatically endorsed by that little receipt given us by Christ if we wish to obtain everything (all that is good, of course.) The receipt was: "Seek,

(work) after God's kingdom and His righteousness." There is something fundamental for us. We can hardly find anything deeper than that. But, with few exceptions, the answer of men to

that has always been: Nay, we shall work for everything else but that. And so we get plenty of hard knocks from the cradle to the grave. Only, that we don't see it in that light, fools that we are

PRIVATE ENTERPRISE AND FREE COMPETITION VS. COLLECTIVISM.

BY W. H. STUART.

I desire to repeat and emphasize what I have stated in a previous paper, that the problem that confronts us, is economic and social, and not political. A nation is practically free when its citizens can give full and free expression to their opinions, and carry out, promptly and efficiently, any changes in their economic, social or political affairs, that a majority may desire. With the Referendum, the Initiative and Proportional Representation added to our political system, it would be well nigh perfect. But, even as it is, our present political machinery is quite adequate to any demands made on it. The rapid change from one party to another, by overwhelming majorities within the past six years, show plainly that when aroused, the people find no difficulty in giving expression to their opinions.

But experience has shown that political freedom is not at all incompatible with social and economic bondage. It is continually asserted, by those who have given economic questions only the most superficial examination, that the present unequal distribution of wealth, the rise and rapid growth of great corporations, and a plutocratic class, has been the result of class legislation, and of special privileges granted to one class and denied to others. This is true only to a limited extent. I frankly admit, and deplore, the great corruption that has prevailed in our social and political affairs, brought about by the use of money in procuring valuable franchises and privileges, which enabled the beneficiaries to accumulate enormous unearned wealth. But I desire to show that the rise of great corporations, and a plutocratic class, with the inevitable degradation and poverty of the great masses of the people, are the result of our competitive and anarchic system of private enterprise and individual appropriation of the means of production. I assert with confidence, that, given a system, in which the justice and expediency of private enterprise and free competition is acknowledged, and where the laws are made by the most incorruptible of legislators, and with the only object in view of carrying out and enforcing absolute free competition, that present

social and economic conditions would inevitably result.

It may be admitted that the founders of our republic never contemplated, as a possibility, the present unequal distribution of wealth, or the rise and development of the great corporations, combines, syndicates and trusts, that dominate our present industrial system. Nevertheless, such a development is the logical result and outcome of the economic revolution in the productive processes that has been effected by the invention and use of labor saving machinery and the resulting concentration of industry and capital to give effect to the new system. It may be well to note that the admitted corruption and use of money in procuring public franchises and special privileges for private corporations, has been used, not for the purpose of acquiring privileges and franchises in themselves unlawful, but in competition with, or for the purpose of heading off, defeating or anticipating rival claimants.

The large system of industry has superseded the small, not as the result of laws or legislation in its favor, but on the contrary, in spite of, and in direct opposition to the most severe and stringent anti-trust laws enacted by nearly every state in the union, and I ask you to note, that legislation against trusts is everywhere justified on the ground that trusts interfere with and destroy "free" competition. But, observe, that free competition, under the modern conditions of production, inherently tends to, and must result in combination. Combination becomes a necessity. Free competition, after a certain stage in industrial development, becomes an impossibility. At first the combination is between those who control the means of production, on the one hand, and laborers on the other. But as the labor displacing process continues, more and more men are added to the ranks of the unemployed. Then commences the battle between the employing classes. The large capitalist drives his smaller competitor to the wall. Then the combination of the larger capitalists, in the form of the "trust" destroys the individual capitalist. When this re-

sult is effected, competition is ended. All industry is then carried on by great aggregations of capital, against which rival competition is futile. The object of the trust is to eliminate competition; reduce the portion of the product that goes to labor in the shape of "wages," to the minimum, and increase the return to capital to the maximum. The trust is socialism in action, with this difference, that the great saving effected by concentration of capital and co-operation in industry in the private trust, inures exclusively to the benefit of the useless capitalist stockholder, while under collectivism, the people, the real producers, would all share equitably in the benefits. The objection that the socialist raises to the trust, is that it is not large enough; that when it expands until it includes every worker, the socialist ideal will be realized.

But to return to the capitalist system. The evolution of that system works continually towards the displacing of human labor by machinery. But here note, that while the capitalist is getting rid of his laborers, he at the same time is getting rid of the consumer of his products. His ability to produce increases in almost geometric ratio, while the ability of labor to consume decreases in arithmetical ratio. Then ensue "over-production" and commercial crises. These crises follow at gradually diminished periods, due to the continual increase in productive power and the diminished power of consumption, and become more violent and disastrous in their effects. When, at last, through stoppage of the wheels of industry, consumption has again caught up with production; stocks and commodities have been disposed of by means of forced sales, causing widespread bankruptcy; the wheels of industry once again start going, and a short era of business prosperity and "good times" follow, and the same weary cycle of "over-production" and commercial depression and stagnation is again repeated.

But a stage is at last reached, when the increase of the unemployed becomes a menace to the stability of society. The capitalist system breaks down because it can no longer furnish employment to labor. Private enterprise and private ownership of the instruments and means of production is seen to be incompatible with the existence of society, and gives way gradually to public ownership. Railroads, telegraph and telephone lines are socialized. The people by right of eminent domain acquire control of the coal mines. It becomes the recognized and admitted right and duty of society to furnish every willing laborer with employment. This forces states, counties and municipalities to start industries for the purpose of giving the idle employment.

At first, these industries are only intended to furnish employment and a mere subsistence for the unemployed. But as the labor displacing process continues, the states and municipalities are compelled to increase the extent and scope of the industries in which they are engaged, and are finally compelled, in the effort to dispose of their ever increasing products and commodities, to enter the market in competition with private enterprise and production. The end of capitalism rapidly approaches. Public industry is not carried on for profit. Cost is recognized as the limit of price. Society having unlimited control of capital is enabled to compete successfully with private enterprise. Wages in public employment continually raise, as public business increases in extent.

Courts, elected by an aroused public opinion, decide that franchises bestowed on private individuals to carry on public utilities are inimical to the public welfare, and therefore, in controvention to the spirit of the constitution. Courts also decide that no people can barter away the rights of posterity. This decision puts an end to the life of all public franchises to private capitalists. Municipal systems of transportation; electric light and gas plants, and water works, are taken over on equitable terms, and socialized. Gradually the sphere over which capitalism exploits labor is reduced. Capitalists find it continually more difficult to carry on industry in competition with publicly managed business, until at last, capitalism gives up the ghost, not as the result of any taxes directly aimed at it, but as the result of the development of economic conditions as inevitable as the movements of the tides.

Every man thrown out of employment by the introduction of a machine, drives a nail in the coffin of capitalism, and brings nearer the downfall of free competition and social enterprise. Socialism is inevitable. There is no other solution possible or conceivable.

The whole theory of collectivism is based on the assumption that private appropriation of the tools of production is incompatible with common enjoyment, or participation in the benefits of them. Show how the producer can reap the benefit of a machine in the hands of a private owner; that is to say, under free competition and private enterprise, and socialism has no *raison d'être*, no reason for being.

Let me repeat the illustration offered in a former paper, slightly varied. Under a system of free access to land and natural opportunities, on the "use and occupancy" terms of the anarchist, or the state appropriation of economic rent, of the single taxer, with free permission to every mem-

ber of society to do as he pleased, provided he did not interfere with the right of others to do the same, in other words, under an individualist *regime*, an hundred shoemakers supply the demand for shoes for a certain community, and by the result of their labors are able to maintain the average standard of living. One of the shoemakers invents a machine, or set of machines, by the use of which, and the labor of, say, thirty men, the same number of shoes can be made, as could formerly be made by the 100 shoemakers, and at such a reduction in cost as rendered competition by the hand workers impossible. One or more of the shoemakers having the necessary capital, start a factory; employ thirty men to work therein, and supply the demand for shoes formerly supplied by the 100 hand workers. We may assume this to be a concrete illustration of the economic change effected during the past fifty years by the introduction and use of labor saving machinery. Now, the problem to solve is, how, under free competition between laborers and private ownership of the shoe factory, can the seventy displaced shoemakers participate in the benefit of the increased production made possible by the use of the new machinery in the manufacture of shoes? If it is replied that there is nothing to prevent the starting of other factories, that is granted, but, the addition of more factories does not increase the demand for shoes, and per consequence, does not give employment to more men. Thirty men are still sufficient to supply the demand. When you ask a single taxer what will prevent the monopoly of machinery under a single tax *regime*, he will assure you with easy confidence, and secret pity for your ignorance, that when men have free access to land and natural resources, monopoly of machinery will be impossible (!) The answer shows him to be as ignorant of the problem as the anarchist, and all other individualists.

The individualist anarchist, as well as single taxer, may say, that with free access to natural resources, and absence of all restrictions to free competition, that the seventy displaced shoemakers can exchange the product of their labor with various other laborers, who have been similarly displaced by the use of machinery; that they are under no compulsion to work for the capitalist owner of machinery. Let us admit this. Here, then, are thousands of laborers who, having nothing but their labor power, go to work to supply each other's wants by mutual exchange of hand labor. This, of course, implies that society has no right to the benefit derived from improved productive tools and processes; that such tools and processes and the benefit derived therefrom,

may properly, and with justice, be appropriated by private owners. Well, let that also be admitted. The thousands of idle men go to work. The physically or mentally superior gradually accumulate something over the cost of subsistence, and with this surplus wealth build shoe and other factories, start bonanza farms, operate coal and other mines, and by use and purchase of half the present number of laborers, supply all the demand for products and commodities. In other words, starting with free access to natural resources, free competition and equal freedom, we gradually again evolve into capitalism and monopoly.

I am aware that anarchist communists freely admit the impossibility of free competition, and propose what they call "voluntary co operation." (single taxers also indulge in the same kind of twaddle,) co operation by voluntary groups, each member having the right to separate himself from his group at will. To this it may be replied, that plan would merely substitute competition between groups, as against individual competition. The larger, more cohesive, and best managed "groups" would be enabled to produce at less cost, and would inevitably drive the weaker, less cohesive, and worse managed groups, to the wall, and the successful groups would soon monopolize all industry, and "free competition" would again end in monopoly.

How nonsensical it is for anarchists and other individualists to rave and shriek about "liberty" "equal freedom!!" etc., when liberty and freedom under an individualistic, economic *regime* would be impossible. The charge that socialists make against anarchism, is, that there is no connection between the anarchist ideal and the economic means by which they expect to reach it.

Let us examine another phase of the question. It is asserted that corporations and monopolies are the result of laws made in the interest of the plutocrat class; that government is merely an engine for enforcing and defending property rights and privileges. Whether laws are bad or good depends upon whether they carry out the purpose intended. If private ownership of land and capital is just; if free competition and private enterprise is the ideal condition, then, the laws that best guard property rights, and the government that most promptly and vigorously enforces such laws, is the best government. If it conforms with the law of equal freedom and justice that the five shoemakers should own the shoe factory, and per consequence deprive seventy other shoemakers of their living, then justice demands that society shall protect and defend them in possession of their property. If collective ownership is

wrong, and private ownership right, then the private owner must be guaranteed peaceable possession of his property. Under an anarchist or single tax *regime* the right of the factory owners to own the factory; hire as many or as few men as they pleased; pay as low wages as competitive conditions compelled men to accept, and to manage their business in any manner they pleased, provided they did not interfere with the rights of others to do the same—is absolute. Pray tell me in what manner that differs from our present system? I repeat, if private ownership of the means of production is right, and collective ownership wrong, then our political system and our laws must conform and give expression to that view. For instance, railroads are desirable, even under the greatest imposition in rates of fare or freight, it is yet a hundred times cheaper to cross the continent in a palace car than with an ox team. Therefore, if we think we lack the necessary ability to run our own roads, and prefer private paternalism and free competition, we must guarantee them the peaceable possession of their property. As it is impossible for one or a few men to build a transcontinental line, we have, therefore, an association for that purpose in other words, a corporation. A corporation is simply an association of private owners to carry on a business that requires more capital than is usually possessed by one individual. Under any system of individualism in industry, the corporation is inevitable. The fact is, the anarchist talk of absolute freedom of competition destroying monopolies, is the most vapid and childish nonsense. Take the Western Union Telegraph Company as an illustration. Let us admit that a telegraph system *per se* is a good thing, but a bad thing to be owned in common. It is, probably, the greatest monopoly in this country. To what special privilege is the Western Union monopoly due? Has congress conferred a special privilege on that company, to the exclusion of others? No, a score of competing systems have started, and succumbed, under absolutely free competition. Even a single taxer will admit that the Western Union monopoly is not due to the monopoly by that company of all the post holes! Nor does that company control patents that make competition by other companies impossible. There has been no patent on the Morse instrument for forty years. Where government has interfered with this company, it has been in the interest of the people and to mitigate the effects of free competition.

The *laissez-faire* theory, that the function of government is merely to preserve the peace and enforce contracts; that government has no right to interfere with private enterprise, or the laws of

supply and demand, has been abandoned everywhere by statesmen and economists, who, by tradition, tendency, and inclination, were on the side of *laissez-faire*. Even the ablest critics of socialism, as for instance, Wagner, Brentano, Shaaflé, Boehm-Bawark, M. Leroy Beaulieu, M. Emile Laraleye, J. S. Mills, Cairnes, Marshall, Smart, John Ray, and in our own country, Seligman, Bemis, General Walker, Prof. Ely and others, all admit that government must interfere in behalf of the helpless workers, who cannot exercise any freedom of contract under competitive conditions, nor could do so if access to land was absolutely free to all on equal terms. Everywhere government has been forced to step in and mitigate the horrors resulting from competitive conditions.

In England, that class of legislation known as the Factory Acts, was forced on a reluctant government, pledged to the *laissez-faire* theory, as the only alternative to the actual extinction of the English working class.

The more absolutely free the conditions of competition, the quicker the evolution to absolute monopoly. Individualism assures the survival of the fittest to fight and claw, and lie and steal successfully, and the downfall of the weak, the truthful, the generous, the tender, humane and noble. Every despot, every autocrat and plutocrat, every successful robber and pirate, every monopolist, every "lord" of industry and coal "baron" is an individualist, and wants to be "let alone." *Laissez-faire, laissez-allez*, is the motto inscribed on the shield of every one of them. I do not, of course, mean to assert that every individualist must necessarily belong to one of the classes enumerated. You remember the famous dictum of Horace Greeley: Every democrat is not a horse thief, but every horse thief is a democrat!

Let me close by offering another illustration, showing that our problem is not political, but economic, and would not be solved by any change in our fiscal policy, financial system or land tenure. Imagine a newspaper and printing office employing fifty printers. The proprietor puts in ten typesetting machines. Has he a right to do this or not? In what way does the law discriminate in his favor? In doing so does he infringe on the law of equal freedom? Even an anarchist will admit that the property and person of the proprietor is entitled to security and protection. Now this is all the capitalist owner of the machine requires. Economic law will work to his advantage without further assistance. Well, the proprietor of the printery discharges thirty of his printers. Imagine the thirty printers washing their hands and faces; putting on their coats, and

adjourning to their trades union hall to discuss the situation. They agree there is no use seeking work at the rival office, because the rival office is expecting to put in linotype machines and discharge two-thirds of its men. So they talk it over. One declares emphatically that they lost their job "all on account" of the McKinley bill, another claims it is due to unrestricted immigration of pauper printers from Europe. A third asserts as confidently, that the whole trouble lies in the contraction of the currency and the consequent monopoly of money; which prevented the starting of more newspaper and printing offices; that the free coinage of silver at 16 to 1, and the increase of currency to \$50 per capita, would set every idle printer to work at good wages. A fourth, a wild-eyed looking chap, declared with vehemence, that the trouble lay in law and government, which should be abolished; that with free access to natural resource and free exchange, monopoly would be impossible, and he howled "down with all law and government." A fifth asserted that all wealth was the product of labor applied to land, machinery was a product of hand and labor; give labor free access to land, by means of the single tax, and monopoly of machinery would be impossible. "Free land, free trade and free men," he asserted triumphantly, would solve the problem and set every printer at work. A sixth, who had been listening with an amused air to the various theories accounting for why they were idle, upon being requested to give his opinion, ventured to assert that the reason they were idle, was because the introduction of the typesetting machines made their labor unnecessary to the owner of the machines. He was afraid if they

tried agriculture, they would find the steam gang plows and the steam header and harvester owned by the bonanza farmer, would make their labor as unnecessary in agriculture as the linotype machines had done in printing. He asserted that if all the printers owned jointly and in common the typesetting machines, that the only effect of their introduction, would be to enable the printers to do four times as much printing with the same labor, or reduce their hours of labor to one fourth of the time formerly used; in either case, labor would reap all the benefit. But most of them shook their heads and said, that, while collective control of the postal business was all right, that public ownership of the typesetting machines was socialistic and un American, and would never do; that human nature would have to be changed; that men were governed by selfish interests. One of the printers spoke of a case that came under his own observation. A car man who had been working for a railroad for \$40 per month, passed a civil service examination and became a postal employe at \$75 per month. That as a result, his nature completely changed, likewise his clothes, ditto his grub; that he commenced to grow wings, his features put on a heavenly expression, and one fine day he plumed his pinions and soared into the blue empyrean, and was lost to sight forever. "Socialism," the speaker declared with a sigh, "is too good for this world. Man is a miserable creature, never happy unless he is fighting and suffering hunger, misery, cold and poverty. Socialism would put an end to all that, and then there would be nothing worth living for. Life would become a dreary monotony." Reader, what is your opinion?

THE OPPOSITION TO VOX POPULI.

BY W. P. BORLAND

At no time in the history of our country has the interest in problems of government among the more intelligent portion of the community been so active as it is at present. Good Government Clubs, Civic Federations, Political Science Associations, and kindred organizations, dispense political wisdom to the inhabitants of almost every city of respectable size in the country; prominent ministers of the gospel attract large audiences by their discourses on civic subjects; and evidence that the people are investigating this class of subjects with a great deal of energy accumulates on every hand. This is an excellent sign, for when the people once begin to earnestly investigate affairs connected with their govern-

ment they are on the high road to reform the evils which exist therein, and if there is a civilized country on earth where civic virtue is at a lower ebb than in the United States, and where reforms are more in order, that country is yet to be heard from. Generally, the governmental evils which have brought these several organizations for civic reform into existence, are corruption and bribery in politics, the sacrifice of the common social interest to the selfish private interest of individuals and corporations, the prostitution of the functions of both the legislative and executive branches of government to purposes of private gain; and there are not wanting those who confidently assert that the judicial arm of the government

also, is tainted with the same form of corruption. These evils are largely the result of conditions which have grown out of our increasingly complex social organization, for coping with which no adequate provisions of government are at hand. Our social structure has entirely outgrown the theory upon which it is founded. Bound by the forms of a rigid constitution, fashioned after eighteenth century ideas, which did very well in its time, but which is now an anachronism, society, halting between two opinions, yearning towards the old sanctions but finding them inadequate, and not daring to fully accept the new ideas which have been born out of progress in intelligence and scientific attainment, finds itself in danger of being swept from its moorings by the evils which have developed out of the situation, and which have their fountainhead in government. A civic renaissance, represented by these numerous organizations for the reform of political evils, has been the result. The attention of these organizations has so far been concentrated almost wholly upon problems of municipal government, and this is not strange, seeing that our population is becoming so largely urban in its composition, and the corrupting influences complained of center in our cities to a large extent, and from there radiate in all directions and to all departments of government.

The growth in urban population in the United States during the century just past has been something phenomenal. It is entirely unprecedented in history. In 1790 but three per cent of our population was urban. In 1890 more than fifty per cent of our population lived in cities. More than eleven millions of our population resided in fifty cities in 1890, the least populous city of which, Trenton, N. J., contained a population of nearly 60,000. The population of these fifty cities alone increased nearly three and a half million during the decade between 1880-'90. In 1790 there were but six cities in the land of more than 8,000 population, and but one of 40,000. In 1890 there were 443 cities having a population of 8,000 and over, and 74 of these were rated above 40,000. But the most remarkable thing about this wonderful increase in urban population is that most of it has occurred subsequent to 1840. During the fifty years from 1790 to 1840, the number of cities increased from 6 to 44. But during the next fifty years, to 1890, the 44 cities increased to 443, and whereas, the most populous city in the nation in 1840 contained considerably less than 500,000 inhabitants, the most populous one in 1890 contained more than 1,500,000. During the decade from 1880 to 1890 alone the cities increased in number from 286 to 443, and

what is significant of this decade is that the percentage of growth in the number of large cities—from 75,000 upwards—is much greater than it is for cities below that figure, thus showing a tendency to the concentration of population in cities of large size.

This remarkable urban growth could not have been contemplated by the founders of our government, and it has consequently raised up some problems in government which could not possibly have been taken account of when our theory of government was originally worked out. It is not at all strange, then, in one view of the case, that an eminent English statesman, Mr. Bryce, who has analyzed our government in a work which has become classic, should remark that "There is no denying that the government of cities is the one conspicuous failure of the United States." "The faults of the state governments," said he, "are insignificant compared with the extravagance, corruption and mismanagement which mark the administrations of most of the great cities."

But while the government of cities may be "the one conspicuous failure of the United States," there are other failures which are none the less real because not so conspicuous. The problems of city government have come upon us so suddenly, and the poison which has tainted the whole mass of government has shown such a natural tendency to accumulate in cities, that it is by no means strange that the failure to properly govern our cities should become conspicuous, although not singular. Having concentrated its attention on the municipal problem, then, by reason of its conspicuousness, the civic renaissance, by reason of influences before spoken of,—the inadequacy of old sanctions to meet the situation, and the timidity about accepting new ideas,—finds itself not knowing just how to deal with it. The salient features of the problem are the same in all parts of the country, yet the methods of dealing with it seem to be as various as the idiosyncrasies of the individuals who have it in charge in the several local fields, and who are striving for a solution generally with reference only to some particular local feature which has captured their imagination. Between Parkhurst and Pingree, for example, there exists a wide gulf, so far as remedies and methods of applying them is concerned; yet it is safe to say that the problems which each are dealing with are identical in character, and with slight variations in their application, the same solutions would apply to both. There is one point, however, upon which all of these empirical civic reformers seem to be agreed, however divergent may be their ideas on other points, and that is on the import-

ance of securing the election of good men to office. "Let all good citizens join in sending the best kind of men to the common council," is the sum and substance of all the remedies proposed by the Michigan Political Science Association at its last convention, and it is to be observed that the discussions which take place in all such bodies generally end in precisely that way. The scandalous manner in which our public officers have ignored and defied the laws is enough to give a certain plausibility to this proposition, and its propounders have also considerable truth on their side, because the public will probably never be able to fully realize the inadequacy of present laws and the system under which they are manufactured, until really honest men have been put in office and demonstrated the fact in practice. It would bring small abatement of the evils complained of, to merely elect good men to administer the present system, but such election would serve to fully disclose the nature of the problem to be dealt with, and would lead to its true solution. The civic reformers are, therefore, right in contending that this is the first essential to true reform. But, while the main proposition is true, while the election of good men is to be earnestly hoped for, a method for obtaining such election, which is coming to be advocated with increasing frequency of late, is open to very serious objection. There seems to be a feeling among those reformers that their object will somehow be accomplished by a restriction of the suffrage. They talk about the "broad qualifications for electors" being responsible for all these corruptionists and criminals in office, and seem to imagine that there is no such thing as getting good men until the electoral franchise is restricted to the possession of a certain class. The position is a strange one. If it were possible to pick out all the really good men in a community, and bestow the right of the franchise on them alone, then it would certainly follow that none but really good men would be elected to office. But it is hardly possible to do anything like that; neither is it proposed to do it. It is not proposed to restrict the possession of the franchise to good men, but it is proposed to secure the election of good men to office by restricting the exercise of the franchise to tax payers and property holders. The logic of this position is rather muddy. If it could be shown that tax payers and property holders were synonymous with good men, the logic would be faultless, but it would be pretty hard to show that, and the reasoning thus becomes childish.

One of these very earnest reformers, speaking at a convention of civic reformers, recently, dwelt upon the vast importance of electing the

"very best men" to city offices, and then he explored the fact that it was impossible to do this, "because of the broad qualifications for electors by which mendicants and paupers had a voice in the city government," and he declared that "The members of a common council should be tax payers and property holders, and only tax paying property holders should have the right to vote for them."

There is something utterly frivolous about such reasoning as this. In the first place, the identification of tax payers and property holders with the "very best men" is rather a far fetched simile. Again, the very evils complained of are the product of the machinations of these same tax payers and property holders, and experience has demonstrated that if property owners need any protection in this direction, it is against those within their own ranks, rather than against the ignorant, non-property holding classes.

Property interests are invariably the corrupting influence in all departments of government, from the giant operations of the sugar trust in the national legislature, whereby a mere handful of men representing vast property interests, obtain the right to levy an annual tax of millions of dollars upon the people of the entire country, down to the petty interests of a local company which is seeking a franchise from the aldermen of a small city; and there is strong presumptive evidence to support the belief that the dignified property holders in the United States senate are no more averse to listen to the voice of the siren than are their more humble brethren in the city councils.

A standing grievance with these municipal reformers is the vast accumulations of debt, involving large increases in taxation, which are heedlessly saddled onto the municipalities by the inefficient and corrupt officers who are elected by the votes of this ignorant, non-property holding element. Admitting that these accumulations of debt constitute a serious grievance, who is responsible for them?

Here is an officially noted fact which the reformers might consider: It was reported by the Pennsylvania Municipal Commission of 1878, "as a remarkable but notorious fact, that the accumulations of debt in Philadelphia, and other cities of the state, have been due, not to a non-property holding, irresponsible element among the electors, but to the desire for speculation among the property owners themselves. Large tracts of land outside the built up portions of the city have been purchased, combinations made among men of wealth, and councils besieged until they have been driven into making appropriations to open and improve streets and avenues, largely in ad-

vance of the real necessities of the city. Extraordinary as the statement may seem at first, the experience of the past shows clearly that property owners frequently need more protection against themselves than against a non-property holding class."

This is universally true. Those schemes which involve the increase of municipal debt, and burdensome taxation, without corresponding social benefits, are always originated and carried through by these very tax payers and property holders who are held up as models of good citizenship, capable of delivering us—if granted supreme power—from all the political ills which environ us. It cannot be denied that property owners are the moving cause of all the political corruption that abounds in our land; then, place all political power in the hands of the property owners and the corruption will disappear, say the reformers. *Similia similibus curantur* is an accepted principle in medical therapeutics, but I am inclined to believe that it lacks application to social therapeutics.

Surely, if there is any virtue in the restricted suffrage advocated by the reformers, it ought to be apparent from the history of England—the England from which we are at present deriving examples of reforms in government which ought to put us to shame. How have these reforms been accomplished? By restriction of the suffrage? No! Not by restriction, but by constant extension of the suffrage. The long list of progressive measures which have been enacted in England since 1832 are all the result of extending the suffrage to classes which had been previously disqualified on account of property restrictions. According to the testimony of Molesworth, as lately as 1831 one hundred and fifty persons returned a majority for the house of commons. If there is any virtue in a restricted suffrage it surely ought to have made itself manifest under such conditions, yet the average student of English history does not need to be told that the reform bill of 1832 was the beginning of the end of one of the most shameful periods of political debauchery in the entire annals of the British Nation. It had come to such a point, the very exclusive property holding possessors of the franchise had got the nation into such dire straits, that an extension of the franchise was practically the only salvation, from the extinction of constitutional government in England, and every considerable reform that has been enacted in England within the past half century has been brought about by an extension of the suffrage, until today the qualifications for electors in England are very nearly as broad as they are in the United States.

"Since the early part of the century we have had * * in England a series of measures, following each other at short intervals, extending the political franchise until it now nearly includes the adult male population. Side by side with these we have had a number of measures emancipating trade and commerce from the control of the privileged classes, who, under the cover of protective laws, made largely in their own interests, were enabled to tax the community for their benefit. In like manner during the century, a long list of measures has aimed at the curtailment and abolition of class privileges. Local popularly elected bodies of all kinds have been everywhere created, the tendency of which has been to greatly restrict, and even to extinguish, the undue influence previously exercised by wealth. The voting power of the property owning classes has been gradually curtailed until it has been reduced almost to the level of the humblest class of citizens. The state services have been thrown open, instead of being practically reserved for the friends of the privileged classes; all comers have been placed on a footing of equality, and unexampled purity of administration has been secured throughout the public services. There has been also a great number of measures which have aimed at rendering this state of political equality, not only theoretical, but real and effective. The extension of the franchise has been accompanied by measures like the Ballot Act and the Bribery Acts, intended to protect the weakest and poorest class of the people from being interfered with in the exercise of their political rights; and, lastly, we have had a succession of education acts which have aimed at qualifying every citizen to understand and value for himself his rights and position as a member of a free community."—"Social Evolution," by Benjamin Kidd.

Thus has Vox Populi emancipated Great Britain from political ills which were undermining the nation, and brought about "unexampled purity of administration" in the public service; and the end is not yet. The example of Great Britain, then; indeed, the example of all class governments which are conducted under constitutional forms is sufficient to demonstrate that the restricted franchise remedy is not the proper one for our social ills. It may be thought strange that democracy has worked out such different results in England than it has here, but there are many sufficient reasons for that which cannot be touched upon in this article. There is one fact, however, which has a bearing on the matter, a point of difference in governmental theory, that will bear to be thought about. To what extent the will of the people has been balked by the de-

cisions of an irresponsible and supreme judiciary in the United States can only be conjectured; if we had a compilation of the laws, enacted by the people's representatives, which have been judicially declared to be unconstitutional since the foundation of our government, it would make a mighty interesting exhibit. Such a contradiction of popular government as this cannot take place in Great Britain. There is only one power in England which is competent to repeal a law, and that is the very power that enacts it—parliament. The judicial arm of the British government is confined to its proper judicial function. It cannot question the validity of any law which it finds on the statute books, but must see that all laws are executed as they exist. Good or bad, the laws of parliament are supreme in the land, and they can only be rendered nugatory by the consent of parliament itself to repeal them. Such a parody on popular government as we have witnessed lately, wherein five men occupying appointive life positions declared an income tax law enacted by the people's representatives of no effect whatever, could not take place in England. Under the British theory there can arise no question whatever as to the right of parliament to enact any law it sees fit, and the only function of the judiciary is to see that whatever laws

parliament does enact are executed. This is probably the most important reason, among many others why popular government has proved more of a success in England than it has in the United States; it discloses a serious defect in our theory of government which should be remedied.

The absurdity of this proposition to restrict the franchise to property owners is sufficiently demonstrated by its application to some of our actually existing conditions. Without considering the owners of personal property, which would increase the percentage slightly, the application of the principle in ward 10 of New York City would result in placing all political power in the hands of 0.80 per cent of its inhabitants, and in ward 14 of 0.86 per cent. Is it to be supposed that the more than 99 per cent of the inhabitants of these wards have no interest in government that would entitle them to a vote? Is it rational to believe that all civic virtue to be found in this community exists in the persons of less than one per cent of its inhabitants? Taking the city of New York as a whole, less than 7 per cent of its population would wield all political power under the operation of this proposed reform(?). Let the civic reformers continue in their good work, but let them not waste their energy in brainless opposition to Vox Populi.

FOLLOWED HIS GRIP.

BY FRANK A. MYERS.

"Do you think I deserve hanging?" asked Lightfoot with a sneer.

"Can ne say," answered Maraschal in a manner to convince Lightfoot that even such a desperate measure was quite possible, if not altogether probable in his case. Reflecting a moment, he said to himself, though wholly unconscious of the ways of these strange people who are but distressing parasites on the community:

"See here, Lightfoot, this is serious, and by some hook or crook you must get out of here."

At this point Maraschal seized his arms with a wonderful suddenness, and in his powerful grip he was utterly helpless. He strove, and dashed, and twisted in vain. The very touch of the dirty wretch seemed to burn into his marrow.

The next moment Saboni bound a large bandanna over his eyes, and pulled it so tight that it was torturing. Then he bound another over his mouth and it so pressed against his nose that he was almost suffocated. It showed him, for one thing at least, that they did not intend to smother him there in that prison-like room. With a

stout cord they tied his wrists together so firmly that it cut excruciatingly into the flesh.

It was not in Lightfoot to know fear. He was as brave as a lion. At least, no man living could excite the element of fear in him. Bound as he was, it had no subduing effect upon him.

"Come 'lang," commanded Maraschal, as he approached the door opposite where Lightfoot had entered, and with the key Saboni handed him, unlocked it.

Both Saboni and Pecce seized him roughly by the arms and pulled him toward the open door. He did not resist; he felt it useless. As well as he could judge, he was led out into an alley. They shoved him into some sort of a vehicle. It had the motion and rattle of one that had grown grey in solid use. One of the men—Pecce—sat by him in the seat with a hand grasping his arm tightly, to forestall any attempt he might make to leap out.

They drove away at a good round pace. Lightfoot knew there were two horses pulling them by the clatter of the shod feet on the street. As well

as he could judge, they traveled about three miles. At the end of the journey Peece took his hand, saying:

"Come wis mea."

He stepped out of the old vehicle and pulled Lightfoot with him. Here they entered a house, concerning which Lightfoot could only make surmises. They walked through a long narrow hall. The echoing footsteps in the solemn, stillness fell on his ears strangely, and at the same time showed that the hall was narrow. After walking some distance in this narrow way, a door was opened and they went down a steep flight of steps. The echoes told him they were under the ground. There they paused.

But what did all this mean, after they had robbed him? Why not turn him loose and let him go his way? Was it an effort to cover their tracks? Or was it the scheme of the murderous gang to treat their victims this way in order to terrify them into absolute secrecy? It was impossible for Lightfoot to believe they had ulterior designs on his life. Perhaps they acted on the theory that dead men tell no tales. All things are possible with these barbarians of a country governed too much.

They removed the gag and blindfold, and the captive found himself in a miserable looking, little, low, dirty, musty, stinking room, furnished only with a squalid bed, a small stove, and two old rickety chairs. In the dim light held by one of the attendants, he saw the very three men who had entrapped him into all this trouble. There was no window in the room. It was a prison.

"What now?" asked Lightfoot impatiently, sending his sharp eyes like bullets into their shriveled souls—if they had any!

"Dead rats tell no tales," said Maraschal ominously.

Realizing more and more the awful position he was in, and how his life might be left to moulder away in a horrible dungeon, he asked, nevertheless, with brave indifference:

"Do you mean to take my life—starve me to death?"

"Hab! 't depen'," said Maraschal shaking his shaggy scalp.

"If you do, I beg you to shoot me dead now in my tracks—anything but suffering and death by starvation."

"You too smart," cried Saboni tauntingly, as if he remembered maliciously the rebuff he received at the depot.

"Kill me now," pleaded Lightfoot, stepping before Maraschal and pushing back his coat from his breast for the fellow to stab him.

"No, not yet," Maraschal said, grinning like a demon.

"Now!" interrupted Lightfoot, looking straight into the fellow's eyes.

"No!" sternly thundered Peece, as if to frown down his petition for immediate death.

"Come on," cried Maraschal, and the two villains followed their master up the steep steps and disappeared. Lightfoot was alone in the dismal, dark dungeon! You can imagine how he felt and what he thought. Suppose he should be imprisoned for a long time, what would Ella Reedy think! Suppose in the end he should be foully murdered and none of his friends ever again hear of him! Suppose they should let him suffer the pangs of starvation! He thought of his mother and the prayer she taught him to lisp to God when he was a little lad! In the dreadful stillness and perilous situation it was enough to make him think.

The day wore away. What a day!

That evening a stranger, but a foreigner, brought him a miserable meal on a battered old tin platter. It was prepared in such an outlandish way that no American could eat it. The thought of such stuff almost made him sick, though hunger was exerting itself, and he pushed it away with a groan and disgust.

And he could not sleep. The head that wears a crown was no more uneasy than his. His brain was on fire for rest, but there was no oblivion for him in that anaesthetic breath of Morpheus; his body was consumed with long excitement, but there was no quencher. Rest! sleep! they were meaningless terms to him.

The stranger with the meals came regularly, and at last he was compelled to eat the hodge-podge on the platter or die. He grew pale and thin. And then he slept. For nearly two days, as well as he could judge, in his dark, dark dungeon, he slept, only awaking long enough to eat a few bites, forced down.

And so he lived—a living grave! The Count of Monte Cristo, in his dungeon on the island, was not more completely shut off from the living world outside. He was well aware he was lost to his friends, and it was possible they would never hear of him again. He was broken, his spirit gone, and he grew sullen, and then despondent. He would sit for hours with head buried in his hands, and ponder—ponder!

He lost all sense of time, and he knew not when it was day or when it was night, except by the approaches of the fellow, who could speak no English, who brought the meals. But one day, about six weeks after he had been immured, a

man whom he had never seen before came down the steps into the dungeon to him. He bore a feeble light with him. This he placed on the damp brick floor and sat down upon the remaining aged, decrepit chair. He spoke fairly good English, and Lightfoot imagined there was a spark of sympathy in his tone of voice. His look was not so cold blooded, and he was better dressed than his pals. There was a curious mixture of doubt and trust in his eyes and manner. And still he knew that the kidnapped man, held in duress, was subdued, conquered by the dungeon.

He sat and talked for, perhaps, an hour. This fact whispered a hope to Lightfoot. But the man never revealed his name.

"Where are you from?" he inquired.

"Birmingham," in a tone that echoed in the cavern-like place in a hollow, mocking manner. Lightfoot was almost a stranger to his own voice. The tone he heard seemed to be that of somebody else.

"What's your name?"

"Manfred Overton."

"Ah! And what's your business?"

"Railroading."

"What part?"

"Conductor."

Then the man mused in a melancholy manner for several minutes, and as he dwelt alone with his thoughts he twisted his nose in a sort of a forgetful way. At length he said:

"It is the intention to kill you."

"Great God, no!"

"Yes. You are not the man wanted. We wanted a rich man who could buy himself out, pay big for his freedom—his friends redeem him. Mistook you for him. You out of the way, you can't tell on us."

"I don't care a snap for my life—only for her—for my parents—for my friends—for my brother." There was warmth and pain in his tone. It was like a wounded bird, and Lightfoot knew it. "Spare me for their sakes." There was such pathos in the tone it touched the stranger.

The silence during the pause was painful.

"I'll see what I can do."

"To take my life can do no good, and I may do good to others by living for their sakes. If I alone was concerned in myself I'd not turn my hand over to live or die, so far as fear goes. But I believe I'm unselfish, and live for others more than for self. So I'll thank you for all my friends if you'll intercede for my life. Will you?"

"I'll try."

"Others besides me will bless you."

"I'll try," he repeated strangely. And the very

repetition made Lightfoot feel there was no prospect for the decree of those dagoes to be altered. Brutes can't reason in the abstract.

Lightfoot was almost astonished at his own placidity. There was no raging dread storming through his breast and prostrating his hopes.

"Do your best for me—for my friends." Ella Reedy was in his mind and heart. She was the sun of his being in that lonely, silent dungeon, the light of his doom, the ray through the rift in the cloud.

"I'm sorry for you," the stranger said dubiously.

"Is it unalterably decreed that I shall die?"

"May be."

"Can't you do anything—anything?" moving closer to him.

"See here," broke forth the stranger suddenly. "if you will not have me hunted up after you get out, I'll promise you to do what I can. It is dangerous for me. I may not succeed. But I'll try to save you."

"I pray you may succeed."

Then the man picked up the light—a bit of tallow candle—and turned to leave. At the foot of the steps he paused, held the light above his head, and in a precautionary way, said slowly.

"Don't hope."

The stairs creaked ominously under his weight. He was gone, and Lightfoot never saw him again.

The next day another victim was brought down the steps into the dungeon by Maraschal, Saboni and Pecce. The new man was stout and well dressed. He had war to the knife in him.

When the blindfold was removed, instantly he seized Maraschal roughly by the collar and lifted his hand to strike.

Lightfoot was standing near, and felt rather glad he was to have company from this on.

As soon as the new victim seized Maraschal's collar, Pecce leveled his pistol at his head and fired. Without a groan the poor man sank down and died. The forty-eight calibre ball penetrated his brain and struck the opposite wall. It was a horrible sight.

With brutal roughness Saboni quickly shoved Lightfoot back against the wall out of the way. Then there was commotion and hurried talking among them, but not a word could Lightfoot understand. Finally they picked up the body and carried it through the door at a narrow rear, and Lightfoot saw no more of this awful tragedy—foul murder! They no doubt deposited the body in their private burial ground, where their other murdered victims lie sleeping. Truly, dead men tell no tales.

This barbarous crime occurred about twelve o'clock at night. That awful sight haunted him in the darkness day and night for a long time. It was a horror burnt into his very soul.

One morning, two weeks after this fiendish deed, a man came into the room and asked him whether he would not like a shave and hair-cut. This struck him strangely. Why should they take pains to shave and trim his hair? Well, of course he would, since no razor had been on his face for two long, long months. The work of the tonsorial artist was performed on him a little bunglingly, seated as he was, in the old, lame chair, with lumbago in its back. He felt better. The barber departed as suddenly as he came.

At six o'clock that evening Saboni and Pecce entered with a candle that had columns of melted tallow down its sides. It seemed to Lightfoot that his hour of doom had come. The stranger had not been successful in interceding for him. Here was the end.

There was an impression on his mind that he was near the Mississippi river. In imagination he already saw his body floating in the water.

The house or prison was brick and had strong iron doors, so that it was secure against all attacks. Perhaps none but the Mafia know of the underground dungeon. The whole thing was apparently a bit of Sicily put down in New Orleans.

"Would you like to get out?" asked Saboni in a taunting, ironical style.

"Would I!" Lightfoot exclaimed in hot haste.

"Kneel down here then."

What cruelty to prolong the agony, when he was already in their power. Kill him at once and be done with it, and not torture him with any ceremonies and fancy death touches. This way they were thrusting a red-hot iron through his heart.

"Kill me here," he cried.

"Kneel down," sternly frowned Saboni.

And he knelt.

"Promise before God, on your knees, with uplifted hands, that you will not tell names, nor place, nor put the cops on our sleuth—do you promise all this?"

"I do."

"Then—"

"But what shall I say in explanation of my strange absence?"

"Don't care what."

Again they blindfolded and gagged him, and as before, put him in a vehicle. It was cold, and the icy wind whirled like dragoons down the streets.

Within a square of the depot they removed

the impediments from his eyes and mouth and hands.

"Now, git," said Pecce. "The train will soon be along." That was their farewell. He skipped like a roe.

"Merciful heaven! is it true I'm free?" went through his mind continually. "I thank God!" he cried in the sweetness of his joy.

The Sicilian criminals and convicts let loose upon this country from the Old World, had him. There are, perhaps, ten thousand of them in the Crescent City, which suffers from them as a man suffers from the cholera.

Like Francis, king of France, a promise extorted under restraint is of no binding force when free. Besides, Lightfoot was so reduced by confinement and hard diet that he was not himself. Not from himself, but through his friends, his story got into the possession of the police, and—there it ended, wonderful to say!

It was his own train, now conducted by his old friend, Wayne Collins. Syl Torney was completely overjoyed to see him. And Lightfoot, passing in his gladness from end to end of the train again and again, told in patches and shreds his marvelous story. It was like a "fairy" tale. He was on his way home! He had slipped from the meshes of the bloody-handed dagoes. No doubt the sympathetic stranger, who said he would "try" to do something for him, had saved his life.

The journey he thought would never end, he was so desirous of getting home. Wayne Collins had telegraphed ahead, unknown to Lightfoot, that the lost was found and was on his train. The news was too good to be believed. Ella Reedy cried in her extreme delight. The sun had risen in greater splendor than ever before. The earth, with all its fullness, was hers.

Straight as an arrow Lightfoot walked to her home the moment he got off the train. She had just eaten her breakfast.

"O, Manfred," she cried as she opened the door to admit him. Overcome with joy, she could utter nothing more. Taking the faithful girl in his arms he imprinted a sacred kiss on her trembling lips. And then he had to tell her all about his wonderful adventure.

"I knew you were faithful, Manfred," she said, her great, rare eyes covering him as with a mantle of glory. He filled the measure of her joy.

"Did they say—"

"They did. I knew it was false, and I told them so."

"Noble Ella!" he exclaimed, his heart overflowing with emotion.

"Nothing—nothing—not even death can separate us," she breathed as he took her hand and held it closely.

"Never! never! never more!"

OUR NEW YORK LETTER.

Snobbishness has reigned supreme among the good citizens of New York for some weeks, called into specially obnoxious activity by the coincident happening of the far-famed "Ducal wedding," and what has grown into the most snobbish of "functions," our annual Horse Show. This last long since developed from an occasion for that perhaps harmless species of frivolity which delights in a mere gathering of people together without any particular purpose, and without the real opportunity for social intercourse, into a decidedly vulgar display of correct dressing and artificial manners by both men and women of one set, to gaze on which a dozen other sets throng annually with an even more vulgar curiosity. But this year its characteristic features, the evidence which it gives to the growth of plutocracy and its worship amongst us, were more than ever painfully apparent, and accentuated by its becoming the opportunity for a continuance of the ridiculous excitement which had prevailed for a fortnight previous over the marriage of Miss Vanderbilt to the Duke of Marlborough.

Of course, it is rank nonsense to assume that, even in our simplest days, there were no classes in this country, and in all countries, it is the rustic of most democratic tendencies who most eagerly runs to view those who are either notable or notorious, just as he does to see any strange thing—the murderer, perhaps, more eagerly than the prince. But this was a different sort of thing. It was not a crude mob which so eagerly devoured all news about the wedding as to cause it for days to dispute space and prominence in the papers with election reports, that swarmed about the church and the bride's home at the time of the ceremony, and swelled the ordinary crowd at the Horse Show into a suffocating crush which collected in front of the Vanderbilt box as if it were the scene of some great spectacle. This was a mob made up of well-to-do people who have climbed part way up the social ladder, far enough to have lost the democratic instincts of which we used to be proud, and who have become steeped with that pernicious idea that wealth is so good a thing to have that its possessors, and those whose station is surrounded by its atmosphere, form a race superior to the common herd. They are the people who make the strength of Toryism in England, and who are fast building up manifold walls of social distinction in our own country that intensify such class distinctions as we have always had, and breed the class enmities which have been growing so much stronger of late years. They are of the essence of plutocracy,

with all its vulgar elements, and they are the direct outcome of the unequal laws by which, for a generation past, we have been fostering inequalities among our citizens, and riveting fetters upon the masses which become daily harder to break.

In the face of this undesirable side of our national development, most pronounced in New York because it is here that such people mostly congregate as soon as they have set their foot firmly enough on those beneath them.

It is pleasant to record that in our local election the other day a distinct victory for democracy was won. As previously explained in this column, the election with us resolved itself practically into a class contest, and with the issue so well defined, it was satisfactory indeed to see that social sycophancy had not got quite as far as the ballot box, and that our people are too thoroughly American, in spite of the taunts that have been cast at New York that it is a foreign city, to willingly relinquish their personal liberty to an upper set, who conceive that they are best qualified to decide what is best for the rank and file of their fellow citizens. It was a hopeful and instructive lesson, too, as to the reception which state socialistic tendencies are apt to receive when their character becomes clearly defined. For this dictatorship by the few to the many is the whole essence of state socialism, and its almost inevitable evolution is in the direction of conferring the despotic power of the state upon those whom we are accustomed to call the upper classes.

In the meantime, since, unfortunately, the essential executive offices were not at stake this year, our petty tyrants are still temporarily in the saddle, and though the verdict at the polls was so emphatically a censure of themselves and their policy, they continue to disregard it. The imposition of an outrageous Sunday law enactment is as bad as ever, and in devoting their whole attention to this, the police commissioners have apparently lost all sight of the fact that the primary purpose of a police force is to maintain public order, the force having sunk to a degree of inefficiency in this respect, such as it has not known in twenty years, and about the only vigorous action displayed having been, significantly enough, the suppression of a cab drivers' strike. Incompetence and would-be despotism not seldom go hand in hand, which is not unnatural, for when a few men undertake to regulate the affairs of all the people, it may be safely predicted that they will fall short of satisfactorily accomplishing any part of their task. Now and then, one of our new

police justices—for we have an entirely new batch of these also—brings himself to the front with some extraordinary official act or utterance, the latest being the infamous declaration by one of them that no matter what injury may be inflicted by a policeman, even to the extent of murder, in making an arrest, he ought not to be held in any way responsible, although it may be clearly shown that violence was unnecessary.

In contrast with the expression of opinion by the electors on November 5th, was the treatment, by both the officials and the press, of two singular similar cases which occurred only a week or two before the election came off, and within a few days of each other. One was the experience of a wealthy merchant whom, by the way, I know very well personally, and who has always prided himself on his intense respectability, and has always laid down a code as strict for the guidance of others as did the Pharisees of old. Nevertheless, it turns out that he had his own little secret failings, and one night, when all the surroundings would indicate that he had been off on a "racket," he was picked up in a helpless state of intoxication. Before it was discovered who he was, the

reporters got hold of the case and a brief paragraph did get into the papers next morning; but the police justice was careful to let him off with a light fine and no comments, and since that day not a line of type has appeared on the subject.

The other man I also know quite well, but he was only a paperhanger by trade, a labor agitator by profession for some years, and at the time he fell by the wayside, he held a minor public office. He, too, went on a little spree and was picked up drunk; but when his turn came for sentence, although, or perhaps, because he has probably never been a thousand dollars ahead in his life, where the merchant alluded to is easily a millionaire, he was fined more than twice as much as the latter, and in addition received a scathing lecture from the bench. The papers all gave a column or more to the incident, and have been making allusions ever since to the affair, although its public character was at once removed by his immediate loss of his position. And so it goes, for there is one law for the rich and another for the poor; but it was this sort of thing which our citizens this year voted to rebuke.

EDW. J. SHRIVER.

MOTHER.

(Written for THE RAILWAY CONDUCTOR.)

I long to lay my weary head
Upon thy breast and calmly sleep
In silence, undisturbed by care,
No more to sigh, no more to weep;
Dear mother, if thou couldst but know
How oft my heart yearns for thy love,
Thy spirit voice would whisper low,
Sweet words of peace from realms above.

The years roll slowly, silently by,
And time moves on with silent pace,
Oh! Would I were a child again,
Oh! Would I could life's path retrace.
But why repine o'er fate's decree.
Or sigh for pleasures of youth's springtime,
Tho' the sorrows of life are mine to bear,
The joys of heaven, dear mother, are thine.

Could I reach across the deep abyss
That lies between me and the spirit land,
Could I feel the pressure of thy loving kiss—
A touch, a clasp of thy dear, dear hand,
It would bring me peace, it would fill my soul
With sweet content, if it only could be—
Tho' the heart may yearn for thee again,
It is only in dreams thou canst come to me.

West Oakland, Cal. MRS. NELLIE BLOOM.

MY CAR BOOK.

[Written for THE RAILWAY CONDUCTOR.]

In this Book so pure and white,
None but railroad men should write.
The seals and numbers of the line
Are nicely kept in this Book of mine.

The day of month and date of year,
Always should be written here;
The train's number and brakemen's name
Must be written here in letters plain.

The miles that you do run each day,
Or when in a snow bank you do lay;
Or in the ditch where you sometimes get,
This extra time don't you forget.

When all its pages are written so,
Into the office it must go;
And the Superintendent will check each van,
And say well done, thou faithful man.

But when we die, and our work is done,
And on the rail no longer run;
To its shrieks of steam and clang of bells,
We will only say a long farewell.

And the Superintendent that lives on high,
Will give us wings, that we may fly;
And say to us, well done, well done,
Thou good and faithful servant, come.

—JIM.



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A. R. U. AND GREAT NORTHERN.

SECOND CHAPTER.

In the spring of 1894 a new schedule of pay was proposed to the Conductors and Trainmen of the Great Northern Railroad, which was not satisfactory, and a committee representing the O. R. C. and B. R. T., acting in accordance with the laws of the organizations, after having failed to arrive at a satisfactory adjustment with the officers of the road, submitted the question of whether or not the ultimatum would be accepted by the men, to the men themselves to vote upon. One of those who composed the B. R. T. committee at this time was R. M. Goodwin, since prominent as a director of the A. R. U. Instead of taking a vote of the men and returning it, as he was in honor and duty bound to do, he, in conjunction with James Hogan, ordered a strike on the Great Northern system in the name of the A. R. U. The strike originated on the Kalispell and Montana Divisions, but later, encouraged by inactivity on part of the management, spread until the entire system was involved. The difficulty was finally adjusted by arbitration, at the hands of a committee of business men of the cities of St. Paul and Minneapolis, and a very large portion of the reduction in salaries which had been imposed upon the employees, was restored by decision of this board. This result lent considerable impetus to the A. R. U. movement, but regardless of all the claims that have been made relative to the Great Northern employees, those acquainted with the facts have always known that the employees engaged in the operating department have never been generally in sympathy with, or under the domination of, the A. R. U.

November 1, 1895, *The Railway Times*, the official organ of the American Railway Union, said:

A most successful meeting of representatives of the A. R. U. was held at Devil's Lake, N. D., beginning October 11. Delegates were present from all parts of the system. A special dispatch dated the 11th, was received from there as follows: "To our beloved president, Eugene V. Debs: We, the members of the General Board of Mediation of the Great Northern System, in convention assembled, send greeting. Although you are behind prison bars, deprived of your liberty by a corrupt and servile tool of corporations, backed by rotten administration, you live in the hearts of the common people. Knowing the great struggle of the American Railway Union for industrial emancipation, the persecution, the blacklisting by soulless corporations, the employees of the Great Northern System are with you as they were with you in 1894, and honor you as the courageous leader that you are, and believe that you will yet lead them to a glorious victory." Later advice is to the effect that much important business was transacted, and that it was the most harmonious and enthusiastic meeting ever held on the system.

Early in November, Sylvester Kelliher, Grand Secretary of the A. R. U., together with a committee composed, largely at least, of those who were not employees of the Great Northern System, requested interview with the officers of the road for the purpose of submitting a proposed new schedule of pay. They were referred by the President to the General Manager, and the General Manager declined to meet them, on the ground that they were not employees of the company. Wild threats by Kelliher and his associates were made as to what action would be taken, and in a communication to the President of the road, a strike was threatened. Under date of November 1, the General Manager wired a bulletin over the road, stating that he had formal advice from Kelliher to the effect that the members of the A. R. U. on that system proposed to create trouble.

stating that he had no knowledge or advice from employes of any unadjusted matters; stating that if there were grievances, the employes had at all times opportunity to take up with the management through the heads of the respective departments, any matters affecting their relations with the company, resting assured they would receive prompt attention, and giving instructions that all employes be advised to the end that it might be fully understood by everyone that any man failing to respond when called upon for duty, or failing in any respect to perform his whole duty, would not thereafter be continued in the company's service.

In a newspaper interview of some length which appeared the morning of November 3, Mr. Kelliher was asked if he thought there would be a strike. He replied, "I do, yes." In answer to the question, "Don't you think a cold winter coming on will have quite a little to do with their decision?" he replied, "Not very much. They will only be out a short time and they will win." There seems to be no question but that Kelliher and his associates did everything in their power all along the line to incite the men to strike. November 3, President Debs gave out a statement from his headquarters at Woodstock, Ill., in which he said: "Directors Kelliher and Goodwin, in connection with the Board of Mediation, are on the ground, and I have faith in their judgment and will approve their course, whatever that may be." The rest of this official statement was devoted to recitation of the wrongs which, in his opinion, the employes of the Great Northern road were suffering from.

The Railway Times says: "Director R. M. Goodwin is making a stirring campaign in the west. His meetings are of the overflow variety, and he is doing a great work for the Order."

From the St. Paul newspapers we learn that on November 4th, after a long and turbulent meeting of the A. R. U. at Spokane, it was decided to strike, and as a result, about twenty employes of the machine and repair shops went out, besides twenty or twenty-five bridge men; that Kalispell was considered a strong A. R. U. point; that Director Goodwin presided over a meeting there Saturday night at which only three persons were present, and no radical action was taken; that later, he held another meeting at which there were ten persons present, some of whom were not Great Northern employes. In harmony with the majority vote of this meeting, Director Goodwin ordered a strike, and together with some of his associates proceeded to the round house and "killed" three or four engines and ran a car, or (as some reports have it) a snow plow, into the turn-table pit. For

these violences they were arrested and later released under bond.

Despite the frantic efforts of Goodwin, Kelliher and others, no strike, which has any right to be dignified by that name, occurred. In all, some eighty or one hundred men threw up their positions in response to the call. They did not succeed in embarrassing the company in its operations, and the directors of the A. R. U. in this matter succeeded in doing nothing except showing their miserably poor judgment; exposing their willingness to sacrifice the interest of those whom they wish to represent in support of offended official dignity, and demonstrating how little influence they and their organization had over the employes of a road which they have at all times maintained was their Gibraltar.

A Milwaukee *News* dispatch gave statement that in a personal letter, President Debs had stated that no strike had been declared on the Great Northern System, and that none was likely to be declared. On this point the St. Paul *Pioneer Press* said:

It is all very well for Mr. Debs to say no strike has been ordered on the Great Northern, but it was ordered as far as it could be ordered. The A. R. U. has always taken the position that it cannot order a strike, but merely conduct one when inaugurated by a majority vote of the employes. In this instance, the A. R. U., through its chief representatives on the Great Northern, and Mr. Debs himself, from Woodstock, said and did all they could to induce the employes to strike, and the employes assented at the proposition. It is childish for Mr. Debs to say now that "no strike has been ordered."

A. R. U. men did everything they could to have a strike declared. They failed utterly, dismally. A committee of them went to Sandstone, not far away, and tried to induce the employes there to strike. The employes said: "You had better send us that kind of talk by telephone. If you do not get out we will throw you in the Kettle River." And the employes would have done it, too. That's been the conduct and reception of the A. R. U. all over the road. What it all means is simply this: The A. R. U. is a thing of history and not of the living present. Just when it died is hard to say, though people generally suppose it was the date of collapse of the Pullman strike. It has just breathed its last gasp on the Great Northern road, where it was born. In its meteoric existence it scored one victory, or rather took the credit of a victory won by employes. That was in the Great Northern strike of 1894, which cost the employes of the road \$380,000 in loss of wages and the company only \$70,000 in loss of business. Had not the A. R. U. displayed its inherent anarchy during the Pullman outrage, it might not to-day lie "unwept, unhonored and unsung." Vale A. R. U!

It is eminently proper for working men to associate themselves together in labor organizations. It is eminently proper that when the employes of any company or corporation are unable to adjust their differences with their employers themselves, they should call the representatives of their organizations to their assistance, and after it has been clearly demonstrated that the employer and employes cannot agree, no employer should hesitate to receive the representative of an organization in which a majority of the class of employes directly interested, hold membership, and treat him with the consideration which the fact that he is a representative of the employes entitles him to.

But no representative of a labor organization should undertake to adjust differences between the members of the organization and their employer until such time as the employees have made reasonable effort to adjust their own differences and have failed. We will not indulge in any of the severe criticism which suggests itself in connection with this move on the part of the A. R. U. It looks very much as though it was a forlorn hope, a last frantic effort to bolster up a tottering cause by desperate means, regardless of the injury that might be inflicted upon those who partici-

pated in the move. The policy of the institution was a mistaken one, and if carried to anything like a logical conclusion, insured its own destruction. Whatever of strength the organization ever possessed, outside of personal friendship for its President, formed while he was an officer of the B. of L. F., and which at first attracted many members, was the result of its troubles with the Great Northern Road in the spring of 1894. If, as it appears, they have wrought their own destruction and torn the mask from the skeleton of the same system, it will not be seriously in conflict with the eternal fitness of things.

"CHRISTMAS HAS COME AGAIN."

"The belfries of all Christendom

Had rolled along

The unbroken song

Of peace on earth, good will to men."

By the time this reaches our readers "Good Old Christmas" will be nearly upon us once again with all the wealth of association and of memory which linger about that charmed festival. There is something about the very season which marks it for rejoicing above all the rest of the year and gives to its celebration that charm which distinguishes it from all the other influences eternally striving to break the gloom resting upon every life. We have but just given up a day to thanksgiving, but in that gratitude was more especially born of the material blessings brought into our lives by beneficent Providence. We have returned our grateful thanks for bounteous harvests, for prosperous business, and above all, for the boundless love that has surrounded and sustained us through the year, and we now turn to our "Harvest Home of the spirit" to hear again the beautiful story of the origin of our faith and to view the magnificent pastoral which accompanied its announcement. To those who are in living sympathy with the passions and sufferings no less than the joys of poor humanity, the year is full of touching and instructive anniversaries, every moment is haunted with the ghosts of great deeds nobly achieved, but of them all, Christmas awakens the strongest and most heart-moving associations. Our commemoration of the day may have lost much of that lusty enjoyment which endeared it to our rough but hearty ancestry, but with that loss has come a quicker, keener appreciation of its spiritual bearings, a deeper insight into the true meaning and worth of the infinite love incarnated in the gift this day bestowed upon a suffering and sin-burdened world. It was, doubtless, with this thought in mind that the pleasing custom was inaugurated of remembering

friends with presents which should be to them symbols of the day and its meanings; and it was in full keeping with its central thought of peace and love that this was made the season for gathering together the members of the family circle, scattered by the needs and cares of life, and for welding anew the bands which bind all loving hearts against all the dividing influences of time and space.

To the railroad men, and in fact, to all in this broad land who "must work if they would live," the coming Christmas brings more than its usual measure of good cheer. Adversity and its attendant depression are giving way not only to the promise, but to the presence of prosperity. The conscience of the world is being awakened as never before to the crimes of the centuries against labor, and, better than all, labor is beginning to thoroughly appreciate its own wrongs and give intelligent thought to the righting of them. In spite of all the discouragements, destitution and oppression which still weigh down the poor, their future was never so bright as it is today, most of all because they are beginning to realize that they have their salvation in their own hands and are seeking the open way with a steadfastness that may not be denied. Fully assured that:

"God is not dead; nor doth He sleep;

The wrong shall fail,

The right prevail,

With peace on earth, good will to men,"

we may well gather about our family altars at this blessed season, bring about them the loved ones "whose presence makes of famine a feast," and together, in full keeping with the spirit of "so hallowed and so gracious" a time, look forward with hope to the coming of the day when "peace on earth, good will to men" will of a truth be the actuating principle of mankind. That the light we now see in the east may presage the early

dawning of that glorious day, and that this Christmas may be full of blessings growing with its readers and for the world at large.

"THE MUNICIPAL SPIRIT."

But few of us fully appreciate the wonderful changes that are constantly being wrought out about us by the history making forces of which we are the especial subjects. It is a comparatively easy matter to look back through the centuries and mark the steps by which mankind have progressed, but the changes which take place around us from day to day, miraculous though they be, are accepted as a matter of course, and without a second thought. The present has been called "the age of mechanical miracles," and the wonderful advance which has been made in almost every branch of applied science justifies the appellation, but this tells the story of growth for only one department of our civilization. Not the least significant of the many forces which have been, in our time, making for the betterment of humanity has been that which has been constantly pushing the common people who dwell in cities up to a higher plane of living. Notwithstanding the fact that our cities still contain misery and squalor enough to furnish occupation for the philanthropists of years yet to come, it is none the less true that the average condition of their citizens has been greatly improved, and the tendency is all toward still better conditions. Hon. Robert P. Porter has an interesting article in the *North American Review* for November, in which he predicts that "Town life in the twentieth century will be as widely different from town life in the nineteenth century as the town life of the fifteenth century differed from that of the present day." This author traces the massing of the working people like cattle in the lower quarters of the cities to the centralization of industry consequent upon changed methods of manufacturing, introduced early in the century, and shows how, in English cities in particular, a revived municipal spirit has wrought many changes for their benefit. He then goes on to show how the new municipal spirit has ventured beyond the old lines of administration until it now aims to deal with every question which affects, directly or indirectly, the life of the people. This has carried some of the British cities to almost absolute municipal socialism. "Beginning with the municipalization of gas and water, the idea has extended to tramways, markets, baths, libraries, picture galleries, technical schools, artisans' dwellings, cricket fields, football grounds, tennis courts, gymnasia for girls as well as boys, regulation of refreshment tariffs,

free chairs in the parks, free music, and last, though not least, it is proposed to invade the sacred rights of John Bung himself and municipalize the gin shops and public houses." All this has resulted in greatly improving the condition of the dwellers in these cities, and, if the author is not deceived, are worth a great deal more than cost.

This same sort of socialism has gained a stronger foothold in this country than a great many would be willing to believe. To be sure, but little has actually been accomplished in these lines, but the very fact that a great city like Detroit has put in a city lighting plant and that St. Paul is seriously considering the advisability of following the example, indicates that the most serious portion of the reform has been accomplished. A number of our smaller cities have experimented with the municipalization of their light and water plants with the most encouraging success, but so far Detroit is the only one of the larger places to make any serious ventures in this direction. That city now owns an electric lighting plant which cost \$600,000, and while it has been in operation but a short time, the returns already indicate that it will maintain itself and save the taxpayers something over \$70,000 per year. This showing is so good that many other cities of the same class are deeply interested and are talking of following the lead of their enterprising Michigan sister. St. Paul is especially aroused, and if present indications may be taken, will not be long behind its leader. The burning question there now seems to be whether to buy out the gas company at the beginning of 1897, when the city has the option to purchase, or to await the expiration of its charter in 1907. These questions are being argued pro and con with the best of feeling, and, so far as can be seen from the outside, will be speedily and amicably settled. Some phase of this same question, how to better the condition of the common people, is being discussed in almost every enterprising city on the continent, indicating that we are about ready for the introduction of any measure which promises help for those who need it, and have about outgrown that frame of mind in which we would refuse a meritorious reform simply because some one had given it a bad name. Too long all our energies have been expended in protecting those who were abundantly able to protect themselves, while all unfortunates have been rigorously crowded to the wall. Let us give to the new dis-

pensation our heartiest endorsement and support, and leave to the future the settlement of that "real, vital, debatable question" which seems

to vex Mr. Porter: "How far can municipalities go in this direction without undermining the whole fabric of free competition?"

ONE DESTINY FOR THE RACE.

There can be but little question as to this being the most distinctive reform age in the known history of the world. On every side friends are springing up for the friendless, and the oppressed find champions where they would be least expected. Even the clergy, rock-rooted in conservatism as the great body of them have always been, are beginning to awake to the significance of the new faith, and under the lead of the fearless few the bolder among their number are becoming its avowed disciples, are beginning to acknowledge the actual as well as the constructive brotherhood of man. When we find them pleading for the unity of the race, not alone in the bright hereafter, but here and now; for the absolute and unconditioned right of every man to equal opportunity with the most favored in this life, we can then well believe that the beginning of the end is near at hand. The power of these men, when once thoroughly aroused, can hardly be overestimated. Professor Herron, with his prophecy of the coming social crisis which is to be also the crisis of Christ's religion, has already made himself more feared by the corporate powers of this land than they have ever feared the dignity of our courts or the majesty of our laws. Others of the cloth are equally fearless in the presentation of the same message, varied, perhaps, in form, but the same in essence, and together they form a wing of the reform forces whose influence against the common enemies of labor is second to none. It was the good fortune of the writer to listen recently to a sermon from one of these gentlemen, Rev. J. H. Palmer, of this city, every word of which should be read and pondered by every friend of the poor man in all this broad land. Its length precludes its reproduction entire, but the following extracts will doubtless serve to give our readers an idea of the sort of warfare this stalwart soldier is waging in behalf of those "whose weakness has indeed raised up for them a friend":

Judgment is being pronounced to-day against ancient errors and canonized forms of deceit; and we are demanding protection for the friendless, freedom for the oppressed, justice for the weak, one destiny for the race, not for Jesus' sake but for the sake of righteous judgment and the unity and harmony of the universe. Its law does not come from fiery mountain, nor from the trumpet of flaming angel. It is proclaiming the demand of our common, drudging, daily life. Men, grimy with the dust of unpaid labor, are making this demand; it comes from the closet of the student, from the arena of

conflicting social and political interests, it wells up from the depths of all the social unrest of this turbulent, but hopeful time, and everywhere that it speaks it is the voice of God.

The greatest burden that this world groans under is the burden of sinful idleness. On the part of comparatively a few, this idleness is enforced, but it is of the voluntary vagrancy of the world that men have right to complain. The vagrancy and reckless expenditure of the wealthy is to-day a greater menace to the stability of existing institutions, an hundred fold more to be dreaded than the vagrancy of the poor. The quickly acquired affluence of the present is not only the garden in which flourishes the most gigantic iniquities of our time, sheltered although they be by the thin pretense of piety and the more specious pretense of charity, but it is the compost in which is bred the most astounding and unblushing vice. You get above the line of moderate wealth and no one thinks of making any application in that golden atmosphere of the great reforms to criminalities everywhere patent. We have laws against gambling for the seedy blackleg, but none for the elegant woman, a member of a fashionable church and residing on an aristocratic avenue, who offers prizes at afternoon card parties, or who gets up raffles for bits of elegant fancy work for the improvement of her private purse. We pass stringent laws against strikes, and brand the various organizations of the working people of our country with the stigma of quasi outlawry and bring the whole power of the national government to bear upon any one of them at the first call of a frightened and unprotected bondholder; but it is a notorious fact that men of wealth may combine to wreck railroads, destroy great industries, exact exorbitant prices, even if the so doing entail misery, starvation, death; and there is apparently no power in the land that can call halt to their monumental piracy. Now, it is sheer folly to attempt reform in any direction unless the thing to be reformed is hit in the citadel of its greatest strength. The law must demand justice of the millionaire before it can expect justice, or demand justice of the pauper. The law must enforce temperance, even if by temperance you mean as small a thing as total abstinence, in the palaces of the rich, or it is worse than useless to attempt to close the saloon of the poor; if you would make practical headway against the too frequent lawlessness of strikes, you must first measurably restrain the oppressive monopolies, soulless corporations and defiant combinations to force values up and wages down, that to-day dominate the entire land.

You needn't be afraid of the poor, my friends, they are comparatively harmless. It is an omen of increasing wisdom that the people who really have their welfare at heart are seeing this thing in its true light. No, it is not the vices of the poor that we need to fear, but the vices of the rich. It is not the anarchy of the saloon and the back alley that we need to fear; it is the anarchy of the people who dictate to the state just how much taxes they shall pay; the people who choose what statutes they shall disregard; the people who hire courts, purchase juries, toy with legislatures, and from the high places of their wealth and social position, spit upon the law of eternal justice as promulgated by Almighty God. No meaningless tongue can palliate or set aside these facts, and the sober judgment of this time is demanding that the wrongs of our social domain be rectified in the places where they are the most flagrantly riotous, and that the religion of the Nazarene, so far as He may be said to have had any religion other than the religion of service, shall have binding force upon all, without distinction of race or class.

This has the vibrant tone of true reform. God speed the day when all ministers and all churches will be upholding the same profession of faith, will be seeking the establishment of that true fraternal equality which was the central thought of the teachings of the Christ whose followers they are supposed to be.

The people of Georgia and of Atlanta, in particular, have been having some little experience with the fraternity of ticket scalpers this season, and they seem to be no better pleased with it than are the railroads. A bill has been presented to the legislature abolishing the scalping business in that state, and all the forces that both sides can command are at work upon it pro and con. The issue has been slightly complicated by the traveling men, who want a clause incorporated in the bill compelling the sale of mileage in 1,000 and 5,000 mile books, but if the local papers are to be believed, the desperate fight being made by the scalpers is all for naught, as they are certain to be beaten in the end

The New Jersey railroad men who inaugurated the system of local organization for political work, are more than pleased with the results of their efforts. They have given the plan a fair trial, and finding so much of good in it are willing to continue in the same line. Meetings have been and are being held in various portions of the state for the purpose of making their temporary organizations permanent, at the same time making arrangements to bring their united influence to bear upon the members of the legislature this coming winter. In this way it is expected that all the good they have so far accomplished will be conserved, and they will be in a position to carry forward needed reforms in lines not yet generally considered. The work these gentlemen are doing means more than the mere good it may do for them and their organizations, it is breaking a trail for others who are still lost in the wilderness of inaction, where the wonderful forces that might be exerted by united labor have been wasted for centuries. It is to be hoped that workmen of all classes and in all portions of this country, will take advantage of the way thus opened up for them and all move forward until time, place and opportunity are right for that display of their united strength and purpose which alone is wanting for their admission to the high places of power.

The fifteenth annual convention of the American Federation of Labor is in session as we go to press, having assembled at New York City on the 12th inst. The membership of these conventions is always kept down by their methods of representation, but the fact that this comparatively small body stands for several hundreds of thousands of working people will give its deliberations more weight than could possibly come from mere numbers. It is thought, by the best posted of the workers, that with the coming of better times

the membership of the organization should increase, and much of the session will doubtless be given up to devising means for bringing about this desired end. Considerable attention will also be paid to the formulation of legislation to be presented to the forthcoming congress and to the legislatures of the different states this winter. It is understood that the officials of the Federation have given this subject much thought and that a number of specific recommendations will be made, and doubtless adopted. Among these will unquestionably be a national law for the protection of the labels of the various labor organizations. As has been before stated, the question of a shorter work day will also come up for its share of the attention, and will undoubtedly be sent another step on its forward way. Taken all in all, the present session of this body promises to be the most important in its history, and its doings will be watched with the closest interest by the true friends of labor, not only in this country, but in all those countries where labor organizations exist and their possibilities for good are appreciated.

Of the many meetings held by the national bodies of labor organizations in this country during the past year, few have had more of general interest than that of the United Garment Workers, of America, whose convention opened in Baltimore on the 12th ult. The rapid growth and wonderful success attending this organization of late, have made its meetings of more than the usual importance, and have drawn to it the attention of the entire labor world. This is especially true since the fight against the sweat shops was inaugurated and carried to a successful issue by its members, thus completing in a few weeks a work which the legislative forces of the states concerned had been unable to accomplish in years. Zealous and fearless friends had long been hoping for the amelioration of the conditions surrounding this class of workmen, and they had not failed to do all in their power to bring about the reforms they so well knew to be needed. Their efforts were accompanied with more or less of success, but there seemed to be no coherence to the forces they called into being for the purpose of fighting the battles of labor. As soon as some little advantage had been gained, the men seemed to think the fight was over and their work was done, and dropped all show of interest in the cause for which they had stood so bravely but a short time before. Their employers naturally took advantage of this condition of affairs, and soon stole from the sloth and over-confidence of the men more than they could ever have gained in open fight. As a per-

fectly natural result, the environment of these workmen grew constantly worse, until it became too bad for human sufferance. The great wave of indignation which swept over the nation when the outrages, which were the daily life of these men, were forced upon the public attention, is still fresh in memory, and there can be no question but it had much to do with the splendid success which attended their efforts to bring about a change for the better. Never before in the history of this or any other country was so radical a reform so quickly and completely effected. Not only has the sweat shop been wiped out of most of our larger cities, but so thoroughly has public sentiment been aroused against it that it is doubtful if it can ever again gain footing in this country. If the Garment Workers had done nothing beyond this no further excuse for their existence as an organization would be necessary, but they have gone on to new triumphs. They have perfected and strengthened their organization and seem to have grown with every effort put forth for the betterment of their fellow workmen. Their claims have been so evidently founded in justice, and have been urged with such a complete regard for the rights of others, while firmly insisting upon their own rights, that they have won friends for themselves and for organized labor at every step. This is the sort of work that tells, and it is to be hoped that others may profit from the good example set them by the Garment Workers.

Railroad men generally will look forward with great interest to the report which will undoubtedly be made to the present congress upon the proposed intercontinental line connecting these United States with Patagonia. It will be remembered that this road was a pet project with James G. Blaine, after he became secretary of state in 1889, and was thoroughly discussed from every point of view by the so-called Pan-American Congress. The project met with favor on every hand as the one thing needed to unite the nations of this continent as against all the rest of the world, and after the close of the conference a commission was authorized by congress to survey a route for the proposed road. This commission has been at work ever since and it is the report of what its members have accomplished, and that is expected with so much of interest. Even the survey of such a route was no small undertaking, but it was placed in the best of hands and was so carefully systematized that it was accomplished with comparatively little difficulty. No work was done in Mexico, as the representatives of that country on

the commission gave assurance that their government would soon have a line in operation to the Gautemalan frontier. The Mexican Southern is now running trains to Haulheca, 400 miles south of the City of Mexico, and the line for the remainder of the way is partially under construction. This left for the commission the country from the south boundary of Mexico to the north boundary of Patagonia as their sphere of operations, and it was enough to make their undertaking one of the first engineering magnitude. Three parties of surveyors were organized, and the country to be traversed was divided as equally between them as was practicable. To the first, under Lieutenant M. M. Macomb, of the United States army, was given the upper portion of the route extending from Aputla on the southern frontier of Mexico through Gautemala, Salvador, Honduras, Nicaragua and Costa Rica, as far as the Sevegre River, a distance of 800 miles. W. F. Shunk had charge of the second party and surveyed north from Quito through Columbia and Costa Rica 1,700 miles to the lower terminus of the Macomb survey. The third party, under W. G. Kelley, ran a line 1,734 miles south and east from Quito through Ecuador and Peru to Cuzco, the ancient capital of the Incas, and Lake Titicaca on the western confines of Bolivia. This last named state has a railroad running within seventy miles of Lake Titicaca which connects in turn with the Argentine system. These surveys, therefore, carry the line, with the exception of the break of seventy miles mentioned, from the south boundary of Mexico almost to the Patagonian borders. The distance is about 4,500 miles, and some experts estimate the cost to the governments interested at \$180,000,000, though others, perhaps equally expert, place the figures much lower. The advantages of such a system to our country, in a commercial way, will be apparent at a glance, as it will then become what it should have been long ago, the supply depot of the continent. To the practical railroad men of this country it would mean the opening up of a splendid field which would not only furnish employment for those now out in the cold, but would, by so doing, have a beneficial effect upon the wages of those who preferred to stay at home. The same would be true of all who were in any way connected with the building or operation of roads, thus distributing its benefits to a very large class of our citizens. So far as can now be seen, there is no other way in which the same amount of money can be expended with equal prospects for returns. Our government would be the great beneficiary of the project and should see that it is well under way before the close of another year.

COMMENT.

The question of old age pensions, mentioned in the November CONDUCTOR, has received more practical attention in Germany than elsewhere in the world. There the old age pension scheme forms a part of the compulsory insurance system of the empire. All persons earning not more than 2,000 marks (\$476) yearly are compelled to contribute towards the fund for old age pensions, and are entitled to a pension upon the completion of the seventieth year. The pensions are graded in amount according to the wage class to which the pensioned person belongs—there being four such classes, and the state contributes a uniform sum of 50 marks (\$11.90) to the pensions of each class. The balance of the pension is paid out of a fund to which employers and employees are required to contribute equal shares. The law went into effect January 1st, 1891, and in 1892 there were over 11,000,000 persons insured, more than 7,000,000 of whom were men, and nearly 4,000,000 women. The amount paid in old age pensions in 1892 was more than \$5,000,000. France, Italy, Denmark and Sweden also have provisions for old age pensions under state control. The idea of state pensions for old age has received considerable attention in Great Britain, a parliamentary committee having inquired into the matter a few years ago. Among the trade societies of Great Britain old age insurance is an established principle, fifteen of the more prominent societies reporting old age benefits in 1892. Fourteen of these societies made payments to aged members aggregating \$84,039 59 in 1892.

The Amalgamated Society of Railway Servants of England, membership about 35,000 in 1892, has a superannuation fund from which a lump sum of £20 is paid to members who meet with accidents which incapacitate them from following their usual employment, provided they have been members twelve months prior to the accident. A like sum is given to members who from age or infirmity, are unable to follow their usual employment, provided that they joined before April 1, 1878, and are over fifty years of age. It is also allowed after sixty years of age, without reference to physical incapacity, provided a membership of twenty years has accrued. One of the saddest thoughts imaginable is that so many workingmen are compelled to spend the evening of their lives, a period which should be filled with rest and joy, in destitution, or as recipients of cold charity, after spending all of the best years of their lives in building up the wealth of others. Every person who labors should be made to feel that no matter what happens in the way of misfor-

tune, his old age shall be a period of rest and freedom from the cares of material necessity.

* * *

What occult significance is there, as applied to disasters which always send a thrill of horror through a community, in the fact of the almost invariable grouping of such catastrophies in threes? Let a great railroad disaster, accompanied by serious loss of life, occur, and it is a common remark that "there's sure to be another soon." And it is a fact which cannot be disputed, attribute it to what influence we may, coincidence or what not, that the remark is based on common experience. Scarcely have people recovered from the shock of the first horror when there comes another, and then another before things assume their normal course again. In other departments of activity we observe the same phenomenon. The terrible boiler explosion in Detroit, whereby two score of persons lost their lives under peculiarly heartrending circumstances, is a case in point. The bodies had scarcely been recovered from the ruins of this explosion when the community was shocked by the burning to death of three persons and the serious injury of a dozen others, in the destruction of an immense match factory; and scarcely had people time to remove their minds from the contemplation of this horror, when a trolley car takes a plunge from an open draw bridge in Cleveland, carrying another score of persons to sudden and horrible death; and the trolley car accident is the more peculiar when it is considered that all of the approved safety devices calculated to render just such an accident impossible, appear to have been in use. We can explain the groupings of murders, lynchings, train robberies, and all such manifestations as depend on conscious, deliberate volition, after a rational, or, at least, plausible theory, but this grouping of catastrophies cannot be explained in terms of any science with which man is familiar. It is impossible, however, to deny the facts. Verily, "there are more things in heaven and earth," than are dreamed of in puny man's philosophy.

* * *

An illustration of the powerlessness of all political machines, corporation combines and trust influences to defeat the will of the people at the ballot box, whenever the people are united and know what they want, is furnished by the election of H. S. Pingree, a few days ago, for the fourth consecutive time as mayor of Detroit, Mich., by a larger majority than was ever given a candidate for mayor of that city before. Mr.

Pingree is a republican, but he has earned for himself the bitter antagonism of the machine element of his own party, by his steady adherence to the interests of the common people, and his refusal to allow himself to be dictated to by the politicians, in the conduct of his office. The politicians of his own political faith have used every means at their command to defeat him, both at the primaries and at the polls, but he has triumphed four consecutive times in spite of them, simply because he has the confidence of the people, and they forget party lines entirely when it comes to a question of voting for Pingree. It goes without saying that the democrat professional politicians are as much opposed to Pingree as are the politicians of his own party. At the last election the sentiment among the machine element of both parties was "anything to beat Pingree," and the democrats went out of their way to nominate a prominent labor leader to oppose Pingree, with the express object of dividing the labor vote upon which he so largely depends for his success. But the scheme failed to work; the people refused to be cajoled; Pingree was elected more triumphantly than ever, his majority alone being greater than the total vote of his democratic opponent. The moral of all this is

that, in spite of corruption and chicanery in politics, the people have power to obtain anything they want if they will only hang together and use their votes to obtain results for themselves instead of success for parties.

* * *

In portions of the State of Michigan potatoes are selling for five cents per bushel, and hundreds of acres of the tubers are being left to rot in the ground, because the price of potatoes will not pay for the labor of digging them and taking them to market. At the same time there are hundreds of families in the state that haven't a half-bushel of potatoes in the house, and even at the low price for which they may be obtained, are unable to lay in a stock sufficient to last them through the winter. These people will either go hungry for potatoes before spring, or depend on charity to procure them. They cannot buy what they actually need to support life, even at a price which bankrupts the grower. Why should such anomalous conditions exist? Is there not here a problem in political economy which transcends in importance all the Venezuelan, Cuban or Nicaraguan schemes that can possibly be conceived of?

"B."

BORROWED OPINION.

Look out for those who are ever ready without the slightest shadow of evidence to assail the reputation of others, and you will invariably find that such persons measure others by their own standard.—*The Garment Worker*.

A just cause needs no artfulness. A truth cannot be told in deception. If an advocate of any subject appeals not to the nature and notion of the thing, or at least to reasons—to the generalities of common sense—but to his feeling, the only course to pursue is to let him alone; because by his behavior he refuses to have any lot or part in common rationality, and shuts himself up in his own isolation, his private and particular self. To think is that which distinguishes man from the beasts; he has feelings in common with them.—*American Federationist*.

The attempt of the leaders of the A. R. U. to incite a strike on the Great Northern has ended in utter failure. They wanted all the men on the line to go out, not because the latter had any grievances of their own, but because some three or four men somewhere on the line were alleged to have some ground of complaint. The men with whom their word was law last year received their summons to strike for those absurd reasons with flat refusal, often with indignation, derision or contempt. The result shows that the leaders have lost the influence they abused in 1894; and that the order itself has ceased to exist as a living force with the principle on which it was organized. That principle was the essentially false

one of the solidarity of labor as the basis of a federated organization of all wage earners to enforce, through the strike and boycott, the demands of any one of their number for a redress of alleged grievances. The experiment, first tried on a large scale by the A. R. U., developed into the vast conspiracy against law and order which exploded in fire and blood at Chicago, San Francisco, and other points. The trial showed that there was no cohesive vitality, because there was no righteousness in the principle of its organization. The order fell to pieces in the field it had chosen for its battle with society and government. Its failure on the Great Northern was simply the collapse of a long buried corpse when the coffin is opened and it is exposed to the air.

Its errors and crimes cannot justly be laid to the account of labor unionism. Its defeat and destruction, in fact, will greatly advance the cause of organized labor on the lines of its legitimate development. Its brief and turbulent history was simply the culminating phase of a struggle which had been long in progress in this country between two forms of organized labor. For there are two prevailing forms of it, radically different in their principles and tendencies. There is the labor unionism, which is founded on American principles and which looks to the improvement and elevation of the wage earner. And there is the labor unionism which is founded upon the caste principles of European society, the tendency of which is to degrade and enslave its adherents.—*St. Paul Pioneer Press*.



Editor Railway Conductor:

I expect my time is short but will try to have the last word. Next meeting is the annual election of officers. We have had pleasant meetings during the year and have met several Sisters from a distance. Sister Gibney, of Division 37, met with us twice.

Sister Dalton took transfer card to Denver Division No. 23.

Three new members have joined our ranks, Mrs. Hart, Mrs. Yellowlee and Mrs. Ball.

Sister Propst has moved back from Florence.

Sister Moore, our Grand President, visited us in October and was entertained by Sisters Owens and Grove. We gave a reception at Sister Grove's and invited the members of Division 36, as far as we could get to them, but were given the mitten all round. Some were out on the road and others expected the caller every minute. We did very well, notwithstanding, but hope next time Sister Moore comes to be able to do better. We were much pleased with the able manner in which she put us through the new work, and think a better teacher could not be found. We think the new work quite an improvement.

Sister Edmiston visited Salida Division of the L. A. and was much pleased with the kind treatment she received, and says they are a busy band.

Wonder what has happened to Division 40. I always look for their letter.

Pueblo, Col. _____ MRS. L. B. S.

Editor Railway Conductor:

Once more I will try and let you know through THE CONDUCTOR what Division 15 is and has been doing for the past few months. In July we were favored with a very pleasant visit from our Grand President. It was the first time that most of our Sisters had met Mrs. Moore, but all enjoyed her visit very much and wish she would come again. While in the city she was entertained by our Grand Vice President, Mrs. O. N. Marshall. We served refreshments in our hall the afternoon she was with us, and in the evening we all enjoyed a reception at the home of Brother and Sister Wilds.

Of course our greatest success in the last few months was the oyster supper given for the benefit of Brother and Sister Belknap. We presented them with a check for \$125.

For summer work we have been outlining a quilt to be disposed of about the holidays.

This has been a very successful year for this Division. We have added five new members to our list and another is ready to be taken in next meeting.

O. R. C. Division 83 has a correspondent, but I don't think he draws a salary, or he would be heard from oftener.

Wishing all members of the L. A. to O. R. C. a merry Christmas and happy New Year, I remain,
COR. DIV. 15.

Galesburg, Ill. _____

Editor Railway Conductor:

I have not been elected nor appointed correspondent, but am determined that the readers of THE CONDUCTOR shall at least become aware that there is such a Division as Prospect Division, No. 30, L. A. to O. R. C., Garrett, Ind.

We are neither dead nor sleeping, but in the enjoyment of harmony and prosperity. Our membership is about thirty-five, all in good standing, and are ever ready to do all in their power to promote the good work in which they are engaged.

The past year has been a successful one. We have excellent meetings and a good attendance. Our President is one who cannot be excelled. She has spared neither time nor labor to make our Auxiliary a success. Two candidates are waiting for admission at our next meeting. We have received our new rituals and are very much pleased with them.

I will say a word in behalf of Division No. 138, of which my husband is a member. We think a better class of men never graced a Division room with their presence. Our Auxiliary feel indebted to them for their many courtesies shown us. And we all join in wishing them prosperity and hope their future will be a bright and happy one.

Garrett, Ind.

A CONDUCTOR'S WIFE.

Editor Railway Conductor:

Having returned from a pleasant and successful trip through New York and Canada, I have decided to tell the readers of THE CONDUCTOR about it.

I left Philadelphia September 20, and arrived in Toronto the following evening. Was met at the station by Mrs. J. Anderson, and was taken to her home and entertained for the night. They were not quite ready to organize, so we set the following Monday.

I left Toronto the next day for a trip up north to visit relatives, and returned the following Monday to organize the first Division in Canada, which we did with fifteen charter members. They named it "First Canadian," a very appropriate name. How pleased we were to know the work was at last introduced in Canada; we felt like giving three cheers. I never met a more congenial and intelligent class of women than the members of Division No. 78. Our Order may well be proud of them.

A great deal of credit is due to Mrs. Anderson for the organizing of this Division, as she worked hard to bring the ladies together. She is very enthusiastic in the work, and will use every means in her power to make it a success. They have a very bright set of officers. Mrs. A. Reilly, their President, is well suited for the position she occupies. Mrs. Smith is their Secretary, and if they had tried all Toronto, they could not have found one more capable for the office.

I was royally entertained at the home of Mrs. Anderson during my stay in Toronto. I again left Toronto for a visit through the north and west, with the intention of coming back to attend their next meeting, which I did. It is very gratifying to see members take hold of the work as they did, displaying so much interest. In the evening they gave a reception at the home of Mr. and Mrs. Thompson, who are models as host and hostess. I left Toronto with a deep sense of pleasure and satisfaction that so much good had been accomplished. Arrived in Hamilton at noon, and was entertained at the home of Mr. and Mrs. Butler. Three days were spent trying to get an Auxiliary there, but, sorry to say, we failed. Mr. and Mrs. Butler were very enthusiastic and did everything in their power to get the members interested, but there are so few eligibles living in Hamilton, that unless almost every one would join it would be impossible to organize, as our law requires fifteen names. I left the work in Mrs. Butler's hands, and trust at some future time they will be successful in organizing.

Continuing the journey I took in the beautiful scenery of Niagara Falls and proceeded to Roches-

ter, N. Y., to organize a Division there. I was royally entertained at the home of Mr. and Mrs. Wm. Godfrey, who did everything in their power to make the stay pleasant. We organized Genesee Division No. 79 on September 25, with nineteen charter members, as good material as any Division is blessed with.

The President, Mrs. W. H. Godfrey, is the right woman in the right place, and will strive to do her duty and make the Division a success. The other officers are bright, intelligent ladies. In the evening they held a reception at Mrs. Godfrey's, which was a surprise. We expected some few to call; instead, they all came and brought their husbands. We spent a very pleasant evening; refreshments were served and some very encouraging remarks were made by several of the gentlemen.

I left the following morning, carrying a pleasant sense of having accomplished more of the good work. Arriving at Elmira, I was met by Mrs. Walsh, and was taken to her home. Here we organized Charity Division No. 80.

A pleasant surprise at Elmira was meeting Sister Garr, from Huntington, who ably assisted in installing the Division. We had a public installation in the evening, and after the installation a banquet was served. We also had the pleasure of conferring the degree we had set aside for the men. They stood it nobly. We are also well pleased with the officers and members of Charity Division, and are pleased to say they have every prospect of being a prosperous and flourishing Division, that our Order will be proud of. Mrs. Walsh is their President, and is well adapted to the office, and has good backing, as Mr. Walsh is a warm friend of the L. A. I cannot speak too highly of the hospitality extended during my short stay. At the station I was met by a number of the ladies who came to see me off. I arrived home after five weeks of absence, knowing that our work is spreading and gaining favor every day.

One of the true incentives to any work is interest, and that we find is increasing; let us keep on with our good work and bring our Order to the highest standard, the most exalted place in woman's work.

We expect to organize a Division at Baltimore in November. The old saying, "if at first you don't succeed, try, try again," is what we have been practicing for the past three years, and will accomplish it in the end.

We also expect to organize in Altoona, Pa., in November, and expect to be assisted by the officers from Philadelphia and Harrisburg. We would also like to say Division No. 5, of Philadelphia, is still prospering. Their place of meeting has been

changed to Thirteenth and Archer streets, in the O. R. C. room in Dental Hall.

We regret very much that our worthy and esteemed Sister, Mrs. H. Rohrer, has been called upon to mourn the loss of her beloved husband. He had been a great sufferer for more than two years, and died from the effects of a surgical operation. Fitting resolutions were adopted and sent to the Sister and spread on the minutes.

Philadelphia, Pa. MRS. B. F. WILTSE.

Editor Railway Conductor:

In a social way, the week beginning November 5, was one of unusual activity for Division No. 62. If people in our vicinity have ever thought we were sleeping, they must have realized we were awake and alive to real enjoyment, when they heard of the two Auxiliary parties of last week. The first at the lovely home of Mr. and Mrs. Walters, on Tuesday evening, was attended by about thirty. Mrs. Walters was assisted by Mrs. Bigelow. Music and cards and dainty refreshments occupied every moment, and the company separated about midnight.

Then on Wednesday came our regular meeting, with an attendance of, I regret to say, only about nine, but these nine faithful ones were full of ideas, and much interested in the welfare of our society, and are looking forward to the close of a successful first year of existence.

On Saturday evening occurred the second social gathering, at the spacious home of Mr. B. F. Bowen. Mrs. Bowen was assisted by Mrs. E. E. Ruben, the occasion being the birthday of Mr. Ruben. The refreshments were nicely served, and those present attested to their appreciation of the menu by the manner in which they ordered a second allowance of some of the dainties provided. It being Saturday night, the company broke up in due time, and were safely within their own doors by the time the stroke of twelve was sounded. They parted wishing Mr. Ruben many returns of the day, and hoping to be able to celebrate with him many times in future.

WORKER.

Stevens Point, Wis.

Editor Railway Conductor:

Almost three months have passed and nothing heard from the Genesee Division No. 79, L. A. to O. R. C.,

I have read with pleasure, the many interesting letters in THE CONDUCTOR, and will gladly tell what we are doing.

We organized with a membership of eighteen, September 25, 1895, with the following officers: President, Mrs. W. H. Godfrey; Vice President,

Mrs. G. T. Parsons; Secretary, Mrs. J. Connors; Senior Sister, Mrs. J. Cronin; Junior Sister, Mrs. Troan; Guard, Mrs. Hamon; Executive Committee, Mrs. E. Knickerbocker, chairman, with Mrs. Ohl and Mrs. Southwick.

Mrs. B. Wiltse, of Philadelphia Division No. 5, was with us. In the evening a reception was given in honor of Mrs. Wiltse, which was largely attended and thoroughly enjoyed.

One of the Brother Conductors, Mr. J. Connors, said if we organized he would furnish the cream for the reception, and that pleasure was granted him to the enjoyment of all.

Sister Godfrey deserves a great deal of credit for her earnest work to organize the Auxiliary, and the Sisters will do all they can to make it an interesting one.

November 7 we gave our first annual reception at Beque's Hall, East avenue. It was a success, both socially and financially. With best wishes for all.

MRS. E. KNICKERBOCKER.

Rochester, N. Y.

Editor Railway Conductor:

As we have not yet a regular corresponding secretary, our President asked me to notify the readers of THE RAILWAY CONDUCTOR that we have just organized a Ladies Auxiliary here with a charter membership of thirty, and are known as Sunflower Division No. 85. The following officers were chosen: President, Mrs. H. D. Maynard; Vice President, Mrs. J. C. McCurry; Secretary and Treasurer, Mrs. J. M. Patten; Senior Sister, Mrs. Lou Hudson; Junior Sister, Mrs. J. M. Truitt; Guard, Mrs. Will Jones; Chairman Executive Committee, Mrs. M. F. Morris.

While we are a little disappointed in organizing so late, yet we feel fully repaid for our delays by being honored with a visit from our Grand President, Sister Moore, who was given a most cordial greeting. Sister Moore was with us on November 15th, and after installing our officers, we received the new work. Her advice and good wishes, as well as the instructions given us, will long be remembered by every one.

On the evening of November 14th Sisters Tygard, Gudgell, Kuapp, Evans, Eggleston, Blodsoe and Hastings, of Turner Division, at Denison, Texas, and Sister Kimball, of Foote Division, at Kansas City, Mo., were also with us, and our ladies served a banquet to the visiting Sisters, as well as to a number of members of O. R. C. Division No. 161. We regretted very much that Sister Moore did not meet with us that night, as owing to a misunderstanding, she did not arrive until the next morning. But notwithstanding, a

good social time was had by all present, and all seemed and acted livelier than they have for years. We all know that a good, hearty laugh is the best medicine one can get, and we all surely had enough "laugh" that night, as well as an elegant supper. We hope in the future to have more of these socials, and any Sister visiting in Parsons from any Division, can be assured of a most hearty welcome by Sunflower Division No. 85.

Parsons, Kan.

S. E. C.

Editor Railway Conductor:

As the year is drawing to a close, it reminds me that it will undoubtedly be expected of me to once more give something of a report of Vermont Division. Somehow it seems to me that I have very little material to work upon. There has been a better attendance of late, but for awhile our membership was very small, perhaps on account of some of our members taking a vacation, while others who live at quite a distance from here do not find it possible always to be with us. However, we are having quite a lively time now in the way of dances, and before the winter is over, I dare say, will more than make up the summer's loss. I think every one feels the need of a change and rest some time during the year. Returning with renewed energy, the work will not suffer.

Our delegate, Mrs. Jackson, who now resides in Windsor, and whom we miss very much, has not forgotten to join us whenever it is possible, and does much to enliven us.

St. Albans Division, or those who were so fortunate as to be here, had the honor of entertaining A. G. C. C. Wilkins, whose stay was necessarily short on account of the work in hand.

A benefit and social dance given by St. Albans Division, which occurred November 21, proved to be a most successful and enjoyable occasion.

Refreshments were served by the Ladies' Auxiliary.

This being Thanksgiving week, a time of thanksgiving, and in reviewing the condition of our country during the past two or three years, we feel that we have much reason to rejoice in our present prosperous condition.

St. Albans, Vt.

MRS. G. H. PECK.

Editor Railway Conductor:

I take pleasure in informing your readers of a Ladies' Auxiliary to O. R. C. Division 246, at this place. On September 24th last, our Grand President, Mrs. J. H. Moore, assisted by Sisters Sims, Troop, Smith, and Thorp, of St. Joseph, organized Alpha Division No. 82. We are quite proud of our Division here, it being the first one in the

state, also the first Division organized under the new work. We organized with seventeen charter members, and have a few more to work on yet. We have not held very many meetings since organization, but what we have held have been well attended, and all the Sisters seem to take a great interest in the work.

We were invited to attend the organization of a Division at Lincoln on the 21st of the present month, the Lincoln Division being organized through the efforts of Brother O. Steele, who has worked very hard for some time, with that end in view. Several of the Sisters went to Lincoln, and all report a lovely time.

We were all very glad to meet our Grand President, Mrs. Moore, again, also the new Sisters, whom we hope to meet often, our Divisions being near each other. We also hope to see several of them here at our ball and supper. The Sisters are all very busy making preparations for the seventh annual ball given by Division No. 246, O. R. C., on Thanksgiving night, at which time and place we are to serve the supper. With greetings for all from 82.

Mrs. J. D. P.

Wymore, Neb.

Editor Railway Conductor:

It is my pleasant duty to inform you that on October 2d, Mrs. J. H. Moore organized our Division, with a charter membership of twenty-four. Mrs. Moore seemed very proud to see so much interest manifested in the work by the western ladies. The new Division was christened Star of Utah, No. 83, and we all intend to work together and cause the Star of Utah to be a bright and prosperous one in the Order. May she never grow dim, but always stand ready to help a Sister or Brother in time of need. At request of our Brother Conductors we gave a public installation. Our officers were installed by Mrs. J. H. Moore, assisted by Mrs. Quigley, of Cheyenne. Brother J. H. McCoy was on hand with a bottle of nerve medicine, but as the Sisters were all equal to the occasion, and went through the ordeal without a struggle, it was not necessary to call for the bottle. After the initiation our Brothers invited us to a banquet given in honor of Mrs. J. H. Moore and the new Division; the tables were beautifully decorated and supplied with all the delicacies of the season, to which all did justice. After supper, a beautiful program, which had been prepared by the Brothers, was rendered. Mrs. Farley sang a very sweet and appropriate song, which was appreciated. A recitation by Miss Hattie Markle; a song by Miss Myrtle Crocker, and last, but not least, a speech by Brother Rhine, who was supposed to be dead.

completed the program. Brother Crocker was called on for a speech, but declined on account of its being too soon after supper. The obalance of the evening was spent with cards and in a general good time.

Sister Noble has gone to join her husband in Texas. We trust she may meet warm friends there, and that our loss may be Texas' gain, also that we may have her with us again in the near future.

We thank the Brothers for the kind interest shown us, also for the donation of \$50. They were very kind, and we hope they may never have cause to regret the assistance they have given us. We meet first and third Thursdays of each month at 2 p. m., at K. P. Hall. All visiting members welcome.

SAGO, 83.

Ogden, Utah.

Editor Railway Conductor:

I can hear some Sister say (as she glances at the name signed to this letter) "Mercy! there is that insurance fiend again." Well, prepare to listen and be resigned, for I am going right to the point. Why do you not put your shoulder to this insurance wheel and give it a push? You are all aware it was adopted at the convention, so do not stand back and wait until it is an assured success before you put in your 30 cents a month. We, as individuals, must join the association to make it a success. We spend 30 cents, perhaps more, per month for gum, and do not miss it. But we are afraid to put it in the insurance for fear we will lose it, or perhaps die and not receive the full amount of the benefit, \$200. We may not need that sum, but if we are banded together to help each other, why isn't that a very good way? Join the association—in that way you will be helping your Sister. The sum her husband will receive if she should be called from him would nearly, if not quite, pay all expenses, and my Sisters, we all have to die—that is inevitable; we cannot buy off or put off, to suit our convenience. And oh, this charity business! It's all well enough if it can be kept from the world at large. But that is impossible. If 50 cents is donated for some poor man his neighbor is aware of it long before it is handed to him. I do not call that the right kind of charity. It's a sort of "give because you can't help yourself," then grumble afterward. "If Mrs. So and So hadn't been so extravagant while living her husband would have had something saved to pay his bills, and not have been compelled to call on his friends for aid." Of course you don't care for the 50 cents, but you "do like to see people look out for emergencies," etc.

I've heard all this talked over when papers were

passed for aid. Now, if you give your Sisters a chance to leave a little sum, how much better it will be. The money is hers by right, and your assessments are not given as charity. Oh! my Sisters, if every one would come forward and help, what a glorious success our insurance would be. Something to be proud of. And right here I will tell you a secret—Just as sure as you join the insurance, you have signed a lease on life, for no end of years. Perhaps you may be so fortunate as to live forever. I talked with a Chicago lawyer, and for the benefit of some doubting Sisters, will repeat his words: "Any society insurance, for use of members only, a sick or death benefit sum, to be given for either sickness or death, is not compelled to incorporate." Also, if there was such a law existing in Wisconsin and Iowa the O. R. C. had better get a hustle on themselves and incorporate; also other benefit societies he named. Perhaps, if some one through malice should report the association doing outside work, we would either be compelled to incorporate or pay a fine.

Now, of course, all Sisters can act accordingly, but don't be afraid; I can name a dozen benefit societies that have worked for years and never thought of incorporating. They neither get in jail nor fined, so I guess we can manage to squeeze through. Don't hesitate, but join the association and give your support and assistance.

I was delighted to read the letter from Mascot Division. That Sister is a woman after my own heart. Such letters as her's will do us good. Say, Sister, don't you intend taking out a policy?

I wish all the members of the L. A. could have been here November 25. We had a glorious time. At last! a Division of the L. A. is organized in Chicago, and is a perfect success.

The ladies are all hustlers, and I promise you our Division will not be a "hoodoo" to the L. A. I will not go into details, as we have a correspondent, and she is up in reporting, so look for her letter, but I promise you a cordial reception if you visit us, and we will talk insurance to you until you take out two policies, the limit, to get rid of hearing us.

Our Sisters live so far apart, those from the West Side have to change cars four times. After a time we will locate in the city, in Masonic Temple—occupy the same room perhaps with No. 1. There we will be centrally located. This will all come to pass when we are "sufficient unto ourselves." We want no dividing. One Division is enough. And such a nice set of ladies they all are. As a general thing, I like everyone I meet, but I am very glad my lot has fallen in such pleasant lines and with such nice Sisters as I find

here. They will do their Division work with all their might.

Tuesday was our first meeting, and one not knowing they were new to they work, would have thought they were old hands. Our Secretary and Treasurer is just fitted for her position, and dropped into it as naturally as though she had kept minutes and signed receipts all her life. The Junior Sister is one of the sweetest faced ladies I ever met, with disposition according. No candidate need ever get weak kneed for she will protect her. The Senior Sister is just what the office implies, a good christian woman. To be in her company strengthens one. And now if you get by our guard without the correct raps and pass, you will do better than two late Sisters did at our meeting. As the boys say, she is onto her job. Our chairman of the executive committee is a lady who will look out that money is not spent uselessly, and will keep us in trim.

Our Division cannot be the Banner Division, as there is one Banner Division, No. 6. They stand at the head for two things. First, the largest number of members; second, they are all agreeable and stand by each other—for which I honor them—but we will be the Division of the L. A. before 1896 is past; that is, if none of us die, and I don't believe any of us will, as we will all be insured. I wonder why we never read any letters from Grand Officers, except our G. P. We are certain we have Grand Officers, but we want to be sure they are tangible beings and of the earth. We can touch them (as it were) through reading their letters.

Chicago, Ill. _____ MRS J. M. SEWELL.

Editor Railway Conductor:

I have much pleasure in informing your readers of a Ladies Auxiliary to Division No. 7, O. R. C., which was organized November 22, by Sister J. L. Tygard, deputy organizer, assisted by Sisters J. M. Gudgell, R. T. Arthur and E. M. Stone, of Turner Division 28. We named our Division for Hon. L. S. Coffin, who has done so much for railroad men.

The following officers were elected: President, Mrs. L. C. Contell; Vice President, Mrs. W. J. Hoover; Sec. and Treas., Mrs. T. J. Waters; Chairman Executive Board, Mrs. R. Qualtrough, Sen. Sister, Mrs. Tom Ferguson; Jun. Sister, Mrs. T. M. Shearer; Guard, Mrs. Geo. Clark; Cor. Sec., Mrs. Joshua Bitters.

The new Division commenced with fourteen charter members, and all seemed so full of enthusiasm that I think it is safe to predict a bright future for it. The Conductors kindly gave us the use of their hall. In the evening our husbands

joined us at an elegant banquet, furnished by Division 7, O. R. C. and served by the Jewish Ladies Benevolent Association. It was as nicely prepared, and as much enjoyed as any ever served in Houston. At 9.30 the Orchestra in attendance played a march and all repaired to the banquet room, where W. J. Hoover, acting as master of ceremonies, made a short address, in which he urged the Conductors to give us their encouragement in our new organization. To say that his remarks were kindly appreciated, would only be a half way of expressing our thanks to him for his encouraging words. He was followed by Sister Tygard, who made complimentary remarks to the ladies, thanking them for the hospitality shown herself and assistants. She also made beautiful reference to our organization, advising us to live up to the tenets of our motto, "Charity and True Friendship." Sister Waters, our popular and efficient Secretary, made a short address, after which the eatables were discussed.

We were very much pleased with the way the Sisters did their work, and Sister Hoover will long remember the second degree, as will also Sisters Cudgell and Stone. We hope to prove our appreciation of the services of our Sisters, by making a complete success of what they have instituted for us. We shall never forget the few moments spent with them, and look forward with most pleasant anticipations to meeting them again.

We have been very fortunate in securing good and efficient officers, and under such guidance I am sure we will achieve success. We must place our Order in the ranks of successes achieved by the ladies of Houston, and must all remember that it is one of our highest responsibilities and most priceless advantages. So set the best example in our power. Let us accept Sister Cudgell's reproof in earnest and bring more brightness into our circle.

I wish to express my heartfelt thanks to O. R. C. Divisions 55 and 7, for generous help and tender sympathy extended to me during the danger our illness of my husband at Houston, and to Brothers Alexander and Hockett, of Divisions 7 and 246 for the Brotherly interest and kindly attention at his bedside, all through the most trying time of his illness.

May heaven bless the O. R. C. men who are ever ready to extend sympathy and assistance to us in time of trouble and sorrow. May the Father protect and care for them in times of danger, and strengthen them to bear life's burdens with brave hearts, and may prosperity continue with this noble Order, is the earnest wish of

Houston, Texas. MRS. JOSHUA BITTERS.

Editor Railway Conductor:

On the 21st of November Columbia Division No. 37, L. A. to O. R. C., held a union meeting in this city in order to exemplify the new ritual work.

There were quite a number of delegates and visiting Sisters present. The bad weather kept many away, but the attendance was good.

We had expected our Grand President, Sister J. H. Moore, but as she was in the south, organizing new Divisions, she did not get our invitation until she arrived home, and then it was too late, and we were all very much disappointed. But we had our most worthy Grand Vice Prest., Mrs. O. N. Marshall, with us from Galesburg, Ill. Those present were: Sisters C. Hambling, C. J. Anderson, of Boone; Sisters H. M. Bell, C. T. Batchelder, of Eagle Grove; Sisters W. F. Christy, C. Guinn, Sioux City, Iowa; Sister Fred Schmitten, Savanna, Ill. The Sisters from Marion, Iowa, were N. D. Hahn, Haggerty, McShane and Gilbert. Sister T. A. Noble, from Ogden, Utah; Sister Maxwell, Estherville, Iowa; Sister W. M. Barr, Dubuque, Iowa, and Sisters J. B. Hall, W. L. Knight, N. J. Oakes, J. Mewherter, Clinton, Iowa.

In the evening the ladies of Division 37 tendered the visiting members and delegates a reception at my home, from 8 to 11 o'clock. The house was decorated with potted ferns, palms, chrysanthemums and cut flowers. The mandolin orchestra furnished the music the entire evening. Refreshments were served to over sixty Brothers and Sisters. Grand Chief E. E. Clark and wife were present, and when the time came for guests to depart all joined in singing the closing ode, "God be With You 'till We Meet Again." It was resolved by all that they never were more royally entertained—the honor belonging to Columbia Division.

Sister O. N. Marshall, being my guest, remained until Friday evening. All fell in love with her and hope she will visit us often. The ladies of Division 37 and Mrs. E. E. Clark gave her a beautiful present, the night she left, of a half-dozen after dinner coffee spoons in a satin case. She goes to Chicago Monday to help organize a Division of one hundred charter members.

Sunday morning, November 24, Sister D. H. Kurtz and myself left for Chicago, to be present at the organizing. It was 2 p. m. when we arrived in Englewood Monday. The meeting was in Seigler Hall. On entering we found the hall full to overflowing. Looking over the crowd I saw several familiar faces. Among them was Sister Conly, of Galesburg, Ill.; Sister Squires, of Baraboo, Wis. The grand officers present were Sister J. H. Moore, G. P.; Sister O. N. Marshall,

G. V. P., and Sister J. M. Sewell, Chairman of the Executive Committee of the Grand Division. Everything went off nicely, only the hall was hardly large enough to accommodate so many. But Sister Moore is always able in an emergency to go through with the work. They held a public installation in the evening and there was a large crowd present. There was music by the orchestra and refreshments were served by the new members, who, by the way, were high up in the art of entertaining, everything being done to make it pleasant for us that could be thought of. If the new Division is not successful it will not be their fault, for I do think they were as fine looking and as intelligent a body of ladies as ever graced a charter. I, for one, wish them great success. We were cordially invited by the members to visit them at their respective homes whenever we were in Chicago and could do so, and we hope to do so some time.

After breakfast we started for the city, arriving at 10:20 a. m. and did shopping the balance of the day. Did we walk? Oh, no, we just walked until 10:10 p. m. Then crawled into a sleeper and woke up in Cedar Rapids at 8:20 next morning, all o. k., with nary a cent in our pocket, because we had been to Chicago.

Cedar Rapids, Iowa. Mrs. T. B. W.

Editor Railway Conductor:

The Ladies Auxiliary to the O. R. C. organized a Division in Chicago, November 25. Mrs. J. H. Moore, Grand President, Mrs. O. N. Marshall, Vice Grand President, and Mrs. J. M. Sewell, Chairman of Executive Committee, were present, as were guests from Elkhart, Logansport, Fort Wayne and Huntington, Ind.; Toledo and Bellvue, Ohio; Galesburg and Kankakee, Ill.; Baraboo, Wis., Elmira, N. Y.; St. Joseph, Mo.; Cedar Rapids and Ottumwa, Iowa.

Erie Division, of Huntington, Ind., had the honor of exemplifying the new ritualistic work. A better drilled staff cannot be found. Their time and marching are perfect, their paraphernalia lovely and, better still, each lady understands her part perfectly. They never fail, and success is sure when they are marching "through the rye."

The guests numbered over one hundred, and Siegler's Hall was crowded. The new Division starts out with very bright prospects. They named it White City, and its number is 100—somewhat historical. The corps of officers installed are all cultured, competent ladies, and are as follows:

President, Mrs. Belle Irvin; Vice President, Mrs. E. H. Hite; Secretary and Treasurer, Mrs. A. J. Crumley; Senior Sister, Mrs. H. R. Hunting-

ton; Junior Sister, Mrs. J. H. Evans; Guard, Mrs. A. P. Danforth; Executive Committee, Mrs. W. C. Bennett, Mrs. Cameron and Mrs. Northrop; Correspondent, Mrs. E. W. Dee.

The installation of officers was held in the evening and a reception was given. This was the time the conductors could enter and see just what their wives could do.

After installation Erie Division again exemplified the floor work, and one could hear nothing but praise for them on every side. The attendance in the evening was very large, notwithstanding the severe storm. The conductors and their wives were in from Blue Island and all parts of the city. Those from the north and west sides being compelled to change cars three and four times, taking from two to two and a half hours to make the trip. Now, that is a sample of what Chicago ladies will do when they are interested. I say, all honor to the conductors' wives. They will win. The Chicago Division will be the largest Division in the Auxiliary (in time). We have a lovely hall. It is called Erickson's Hall and is located at the corner of Sixty-first street and Wentworth avenue. We meet on the first and third Wednesdays of each month, at 2 p. m., and will be pleased to see all visiting Sisters of the Order whenever opportunity offers.

Now I will tell you how we came to have this good thing among us. We owe all of our success to Mrs. Sewell. She has been a member of Erie Division for several years, and when she came to our city to live she felt lost and disappointed because there was not a Division here, and, after thinking the matter over, came to the conclusion it was her duty to make a canvass and see how the conductors' wives of Chicago felt about organizing a Division. So about the 1st of September, after writing to the secretaries of the different Divisions of the O. R. C., and, receiving from them the names of all married members, she started out to call on the wives, and met with encouragement at nearly every place. She then threw open the doors of her cosy home, and the ladies held their first preliminary meeting. The interest was very great. Then, with the assistance of Mrs. Hite in making more calls, they found there were quite a number in Blue Island that would like to join. So they held their second meeting in Division 41, O. R. C. Hall, and found the ladies very anxious to organize. They continued to call on or write to every conductor's wife they could hear of, and they have been repaid for their hard work by seeing White City Division organized with thirty-five charter members.

The conductors that were present at the instal-

lation were delighted with the pleasant time they had, and were willing to admit that the ladies knew how to run a Division as well as they, and one man said, better than his Division was run. But, perhaps, he is one of those hen-pecked husbands and had to say it or get "ten days."

During the evening the ladies served a splendid lap supper, thus proving that the new woman has not forgot the art of cooking.

Mrs. Sewell has not only the honor of starting the new Division, but has made many life-long friends by her very pleasant way, and by the interest she takes in the good of the Order.

We were all greatly pleased to be organized by the Grand President and hope she will never have cause to be ashamed of a single member of Division 100, and truly hope she will not miss an opportunity to visit us.

We extend an invitation to all Sisters of the Order to visit us, and wish the O. R. C. and L. A. success.

Chicago, Ill.

MRS. E. W. DEE.

Editor Railway Conductor:

As it is nearly time for me to relinquish my position as correspondent for the L. A. to O. R. C. of Nonpareil Division, No. 70, of Clinton, Iowa, I want to say that I feel very thankful for the privilege of being of some service to them for the last year. Words cannot express what they have been to me. In domestic and social life the basis of happiness and the sources of comfort are found in the friendships we foster. True friendship affords pleasure, lightens the cares of life, and brings cheerful and encouraging sympathies and confidences, and as I walk through memory's halls in after years many will be the remembrances of happy hours while in their company.

Our last social was given at Sister Collins' and was a perfect success. We had tied two comforters, which were sold that night for something over twenty dollars. We are indebted to Brother Perry for all the music we have. He donated the use of an organ, and with Sister Perry's assistance as organist, we are highly pleased. I was out of town a few days in August, and when I returned three of our Sisters called in one afternoon. I was somewhat elated and was about to congratulate myself that I would soon be a person of marked distinction among them, when one of them looked at the other and quietly remarked in an apologetical style, that our President had appointed them to act as a sick committee.

At our next meeting Sister Corliss gave a reading that was enjoyed by all.

Sisters Knight, Oakes, Hall and Mewherter attended the union meeting held at Cedar Rapids.

They all boast of the hearty reception given them by the Sisters of Columbia Division.

Great credit is due Sisters Knight, Oakes, Collins, Abbott, Gurnsey, Upton and Quick for their untiring efforts while preparing for the Thanksgiving ball, of which you have all doubtless heard, as it was a pronounced and complete success.

Sisters Van Tassel and Schmitt, of Savanna, Ill., favored us with a call this last month, and Sister Dayton, of Cedar Rapids, Iowa, was with us at our last meeting. Come again, Sisters; you are always welcome.

Wishing my successor, all Brother and Sister Divisions a merry Christmas and happy New Year, I am ever the same,

Clinton, Iowa. MRS. C. R. DICKINSON.

Editor Railway Conductor:

Can you make room for one more Division, as since your last issue Division 172 O. R. C., of Altoona, Pa., have taken an Auxiliary under their wing? Some time in July Sister Hodges sent the Chief Conductor a petition for the members to get their wives to form an Auxiliary. They got four names, then gave it to one of their members who runs on the Pittsburg Division and he put it in his pocket and left it there. After it had been lost about two months they found it and sent it to the ladies, who made a thorough canvass among all who were eligible to membership. About that time Sister Ross, President of Keystone Division, Harrisburg, with other members of the Order, sent us word that we were to meet her at our park (Lake-mont) on the 19th of September. We met and had

a very pleasant picnic, and, of course, she talked Auxiliary and encouraged us so that we went ahead and secured enough names to start with, met and elected our officers, wrote to Sister Wiltse, of Philadelphia. And then the weary wait began, waiting for the new work, but at last Sister Wiltse wrote to get ready to organize on the 19th. The day came and with it a goodly number of Keystone Division, bringing Sister Wiltse with them. We met in the Knights of Malta's Hall and organized with twenty-four charter members. The following officers were installed: President, Mary Vance; Vice President, Sara Grove; Secretary and Treasurer, Anna Weston; Senior Sister, Mary McCurdy; Junior Sister, Kate Reinhart; Guard, Carrie Faust; Chairman Executive Committee, Lena Overcash. After we were through we repaired to the banquet hall, where fun reigned supreme for the next two hours. Our tables were loaded with all the delicacies of the season and we think everyone enjoyed themselves.

We have much to thank Keystone Division for. They have helped us in every way they could, and the day we were instituted presented us with a handsome set of gavel decorated with the colors of the Order.

We held a supper next evening, as we had so many good things left over, on which we realized quite a nice sum of money for our treasury.

Now, if this escapes the waste basket, you may hear from me again. Wishing all our Auxiliaries success, I am
Altoona, Pa.

ANNA G. WESTON.

HAPPY HOMES.

[Written for THE RAILWAY CONDUCTOR.]

I'm sitting by the fire tonight
With my baby on my knee;
The coals are glowing hot and bright,
I'm happy as can be.
I'm waiting for the man I love,
Whose footsteps, firm and strong,
Are music to my waiting ears;
I'm happy all day long.

I'm happy as I work all day,
And singing as I go,
My baby on my arm sometimes
While working to and fro.
The kettle singing merrily,
The lamps and windows bright,
And supper hot and tasty
When Papa comes at night.

Don't talk to me of "suffrage,"
Of "politics" or "plan,"
Give me a fireside cosy,
A baby and a man.
The ancients may have been quite wise,

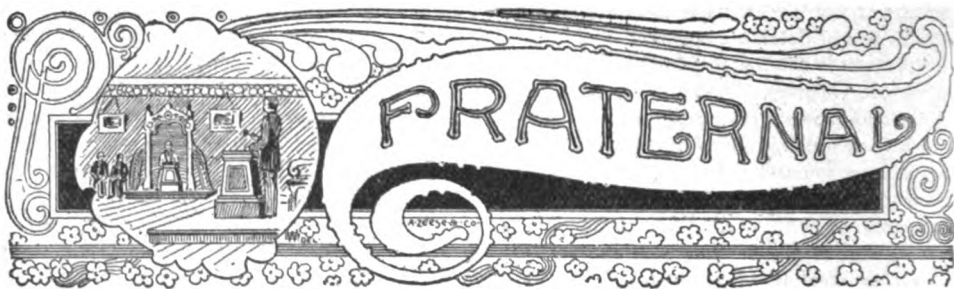
The modern very sweet,
But without these requirements
Life is not quite complete.

I hear the engine whistle now,
As he goes rushing by
He waves his lantern merrily,
I hold my lamp up high;
The baby crows and halloos
And waves a "how-de do,"
And Papa throws her kisses,
And the baby throws one, too.

Oh! monster of the strength and steam,
Be careful of my love.
Protect and guard him kindly
I pray to God above,
From all the ills and dangers
That are in a railroad life,
And send him home in safety
To his baby and his wife.

—KATE WALSH O'TOOLE.

Cleburne, Texas.



Editor Railway Conductor:

I have diligently perused each CONDUCTOR since the last meeting of the Grand Division, expecting to read a communication from some member of Los Angeles Division, especially as that city was elected as the next meeting place of the Grand Division. To say I am disappointed does not half express it. I know the Brothers of this Division are able to entertain us each month with an interesting letter about Southern California. Brother G. H. Hollis could give us a letter on the country lying between Indio and Yuma, its mysterious formation, freaks of nature and inhabitants; Brothers William Sippy and O. W. Martin about mines and mining; William Hyndman about Riverside, Redlands and San Bernardino, the home of the orange; O. A. Short and W. A. Hauser about the wineries; Charles Howe about the old missions of Santa Barbara, San Gabriel and San Fernando; William Willits about the noted stock ranches, namely, Santa Anita, Rosemead, Santa Ana, the home of the running, trotting and pacing horses; E. T. Haggin about beautiful Pasadena and Mount Lowe Electric and Terminal railroads; E. T. Fitzgerald about Long Beach, San Pedro and Santa Catalina Islands; George Barem about Santa Monica and Port Los Angeles, the last named place where the largest wooden wharf in the world is located; J. B. Harrison about the equipment and accommodation of the Sunset Flyer, the fastest long distance train in the world; J. F. Calbreath all about San Diego, Coronado Beach, Tia Juana, Sweetwater Dam and Southern California railroad, the western terminal of the Santa Fe route; L. A. Wood about the Southern Pacific company and branches south of Los Angeles; F. H. Baylies and G. H. Odell, north of Los Angeles. Fred and George don't forget the loop on the Tehachapi mountain; J. W. Benjamin on the street car facilities of the City of the Angels, and I am sure H. B. Moore will take pleasure in telling us where to get a good cigar when we visit Los Angeles in May, 1897; last but not least, C. W. Johnson about the La Fiesta, the annual feast of the Angels.

Hoping my suggestions will be agreeably received and we shall soon hear from the Brothers of the City of the Angels, I am

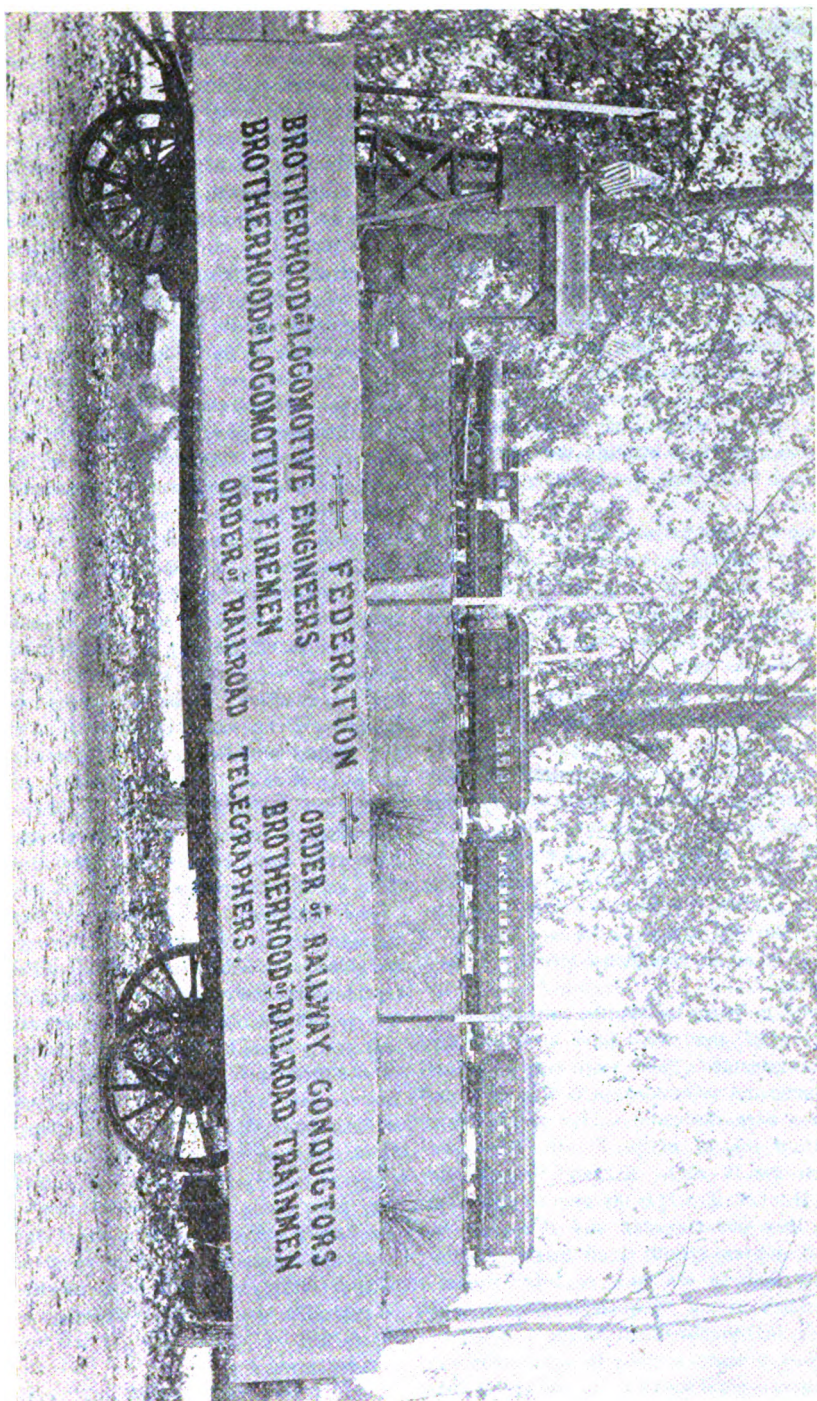
Terre Haute, Ind.

JACK RABBIT.

Editor Railway Conductor:

On Tuesday, November 19, Brother Adams and myself with our wives, left Harrisburg, on No. 3, for Altoona, in company with the officers and quite a number of the members of Keystone Division No. 47, L. A. to O. R. C. Their Grand Senior Sister, Mrs. Wiltse, and Mrs. Guinn, of West Philadelphia, and Mrs. Sheppard, of Camden, N. J., were also with us, a pleasant, social and merry party. The purpose of our trip was to organize an Auxiliary to the O. R. C. in the Mountain City, and I may say it was done with all due form and ceremony. You should have seen our step-Sisters after they had been initiated. They reminded me of some of us after the "Oh, My," or the "Oh, Why." All were smiles and brim-full of good nature. Brother Adams and myself walked the plank for over an hour watching for our wives, as we were told to be on hand about 5, and they did not get out of the hall until after 6. Just think of pelting that old goat from 2 till 6. Well, the climax came as soon as the ladies came from the hall. Away they took us to another large room on Eleventh avenue, which was comfortably furnished, and a table spread with one of the most sumptuous "set outs" one could wish to see or partake of. I am sorry there were not more of our boys along to enjoy this day among the Mountain City girls. Time and space will not permit all I could and would like to say of it.

I believe that the organization of Lake Mont Division No. 88, of the L. A. will be productive of great good to the Order in Altoona, for the ladies are in earnest and they mean to push things. This certainly will make both Division rooms interesting and an increase in membership must be the result. It will also bring Divisions 172 and 143 into closer relationship. I met quite a number of the Brothers of 172, whom I, perhaps,



As it appeared in Carnival Parade, Denver, Colorado, October, 1895.

might never have known were members had it not been for this meeting. There is no reason now why we should not all get better acquainted, and all work in the interests of the Order, which is our interest.

May Mountain City and Lake Mont Auxiliary Divisions both live long and prosper.

Yours in P. F.,

Harrisburg, Pa.

G. L. Hartzell.

Editor Railway Conductor:

Although Dauphin Division failed to show up in the last CONDUCTOR, we are still on the move for all that is good. There was but little to be done at the meeting for November 3, and but few were present, while the one held on the 17th was full of interest and the attendance rather more than the average. We will have a few candidates for initiation at the next meeting, with some propositions yet to hear from, so we feel quite a little encouraged.

The time is almost at hand for the annual election, and that subject is beginning to attract attention from those of the members who have the best interests of the Order at heart. Dauphin Division has at the present time a most efficient team of officers, and we hope to secure one equally as good for the coming year. Business is excellent with the Pennsylvania boys on the various lines, and they seem to enjoy it, while it has a tendency to give them more vim. It should serve as encouragement for us to put our shoulders to the wheel for the advancement of the O. R. C.

Brother G. L. Hartzell met with a painful accident a few weeks since, but is recovering nicely, considering the fact that he had a wrist broken.

Brother David Quay is on the sick list, but is still able to be about, though not strong enough to run his train.

Our union meeting, held on the 29th of September last, was all that could have been expected from a first attempt. There were over a hundred in attendance and several subjects of interest and importance were discussed. The president was chosen from the B. of L. F., the vice president from the B. of L. E., and the secretary from the B. of R. T. It is my opinion that these meetings have come to stay and that they will prove to be of great benefit to all organized labor. They will have a tendency to bring about a proper understanding between the Orders, do away with all thought of ill-feeling and will enable us to co-operate, socially if in no other way. Co-operation is what we need and what we must have, because our interests are common and our success depends upon our holding together and understanding each other. We are law-abiding

citizens, willing to submit to the laws of the land and to the rules of our employers enforcing discipline so long as they do not border too closely upon tyranny. When we read the reports from some of our legal tribunals and see how far the beam is tipped from the level of justice, and learn of the abuses perpetrated by some of our legislatures in the name of law, we are more firmly than ever impressed with the thought that the time has come for men to think for themselves and to act in unison. It is our first duty as citizens to post ourselves thoroughly upon all the fundamental principles of our government, and then to do all in our power to see that the purposes of our forefathers in its formation are carried to a successful issue. Now is the time to take up this work and we wage-workers should remember that upon us will ultimately rest the salvation of what all concede to be the grandest scheme of government ever devised. All we need is intelligent consideration of the purposes of our government and unity of action in carrying them out. Let us teach our children the first duties of patriotism, and above all so bear ourselves that when we are gone they may not have cause to accuse us of carelessness, and even criminality, in the preservation of the heritage given us to be transmitted to them.

Every man who works for wages should be a member of his class organization and through that should work for the solid federation which is the hope of us all. A non-union man is an enemy to his class and a detriment to his own interests. Friendship is essential to the success of the cause all railway organizations are united in upholding. The keenest sword we can use in the battle for justice is friendship. Without friendship the harmony necessary to the perfect carrying out of the great work before us will be impossible. We need not sacrifice principle nor abandon the truth for our platforms are common ground and we may easily come together for the accomplishment of the principles underlying our organizations. Let us show the world that we are just what we represent ourselves to be. The country cannot do without us. If you stop the wheels of the locomotive the world stands still. What we have long been doing for others we may well do for ourselves if we will only go about it with the same unity of purpose and discipline in action.

As this is my last letter as correspondent, I bid you all adieu with hopes for the future success of the Order.

Mox.

Harrisburg, Pa.

Editor Railway Conductor:

After giving your readers a rest from my style for a month, I will again take out my wife's bl-

ing bottle and try to crystallize a few observations that have worked through my thinking machine.

I see the comic papers have got at the idea of a mechanism for thinking, and they picture a place where a man can go and get his thinking done to order for him and come away with his thoughts nicely wrapped up, without any effort on his part. Now, sometimes these comic papers are nearer the truth than people think and we may see something like this before long.

I am under the impression that a machine of this kind would be in great demand on our eastern railroads as a preventive of the unnecessary accidents which we have had in this vicinity lately.

The roads here are having collisions regularly and almost every time accompanied with loss of life, but as they are only working people who get killed there is not much notice taken of their death. But if we should happen to kill off a few United States senators or one or two judges of the courts, I am inclined to think that there would be a little less attention paid to dollar getting and more to the safety of the traveling public and employees. The process of dollar getting has got down to such a strain now-a-days that human lives are considered of less importance than the almighty dollar. Well, we trust it will not always be so, and it would not be long until the present soul destroying condition of things would be changed if the different schools of reformers would agree on some common ground and fight together on that issue. I think that government ownership of all monopolies is the proper thing for all the working people to fight for, because if the different monopolies were stamped out the industrial world would experience a reaction, and instead of strikes and lockouts coupled with murder and rioting, we would have a peaceful, progressive nation, gradually educating itself up to that ideal that so many of us desire to see, where everything would be arranged so that a person could be a true christian and live long enough to tell it. As civilization exists and is generally taught at the present time, it is practically an impossibility to be a true follower of God and get along in the world, because the eternal cry is "competition," and when you compete, you are competing, with your neighbor, with your father and possibly with your own children, and the eternal cry is, "do others or they will do you."

Therefore, Mr. Editor, I claim that the only way we can become good and true men and women and secure that rest and peace of mind so abstractly described by "Rest" in the November

CONDUCTOR, is by one and all of us co-operating for the good of the whole, "each for all and all for each," thereby doing away with the anxiety for the morrow and everybody being sure that, come what may, they would have equally as good care and consideration as anybody else. I do not think good, true christians can have much peace of mind when they look around and see, no matter how small the community, numbers of God's children in want and suffering. Co-operation would stop all of this.

Now for a few words about local matters. We had a pretty lively meeting in November, and at one time the debate got quite warm, but Brother Fitzgerald quieted down and then everything went on lovely. The subject under discussion was a new set of by-laws presented by the revising committee to be debated on and finally accepted or rejected at the December meeting. Now, as these new by-laws affect every member of our Division in a very tender place, I think we shall have a big turnout next meeting. We have postponed our regular December meeting until December 29, at 10:30 a. m., for the purpose of heavy business and the election of officers, to be followed by a grand grab match at the Thorndike. We would like to see any of the Brothers who may visit us on that day. There are going to be several medals presented at the dinner, but I do not know exactly what for, but I suppose the man who pulls the biggest load without spilling it will get one, as will also the man who makes the fastest mile in a story and the fellow who tells the best all-around yarn without saying "he throwed her over," "he pulled her tail out" or "he squawked."

Chief Conductor Brother Tait will make the presentation speeches, and they will be good ones, as he has been studying elocution in a box car up in Worcester. Brothers Baker and McIsaac are to have a thirty minute debate, a la Harvey and Horr, on free silver, with a side show by Brothers Holden and Fitzgerald for fifteen minutes on beneficiary insurance. The opponents are not to throw anything weighing over three pounds at each other. The day will probably wind up with a lesson on expounding from the Bible, led by Brothers Murray, Minnum, Holden and Baker. Brother Holdsworth is going to exhibit his new skids to be used in getting by these blank freight trains on the same track.

Brother Rolfe is in the hospital, having suffered the loss of one foot and having the other badly crushed while attempting to board his caboose on the N. Y., N. H. & H. last month. He is doing as well as can be expected under the circumstances, but it will be some time before he

will be able to be out. While but few of the Brothers know Brother Rolfe personally, owing to his infrequent visits to meetings, he still has their sympathy, and they all congratulate him upon being a member of the Benefit Department. Brother Scott is looking after his case in his usual earnest manner and deserves the thanks of the Division.

Now is the proper time for the Massachusetts Divisions to discuss what particular measures of legislation they desire to have passed and instruct their member of the legislative committee so they can co-operate with the other railway organizations and thereby present a solid front for what we want. I would like to see a union meeting of B. of L. E., B. of L. F., B. of R. T. and the O. R. C., and have matters beneficial and otherwise properly discussed and debated.

I enjoyed reading Mrs. Toner's letter in the November CONDUCTOR, but am sorry to tell her that I do not think my wife has joined Mascot Division as yet and it will be some time before she will be able to join now, but later on she will undoubtedly subjugate her goat. "122."

Boston, Mass.

Editor Railway Conductor:

I have a letter from Brother E. W. Carpenter, of Cleburne, Texas, which in part reads as follows:

"Undoubtedly you will not recognize the signature of this letter, but it is the person's who cut the watermelon on the train you were on when you came to Fort Worth to the meeting of the O. R. C., B. L. E., B. L. F., B. R. T. and O. R. T.

"I have often thought of you and many times spoken of you in regard to the great and good undertaking you have before you, 'The Home,' and often argued with myself how so good an opportunity for the homeless employe could go unheeded and uncared for. The more boys I see who are without homes, the more I wonder why your hard work and ever increasing anxiety to build a Home is not given (at least) a notice. When I consider how easily we are overtaken by adverse circumstances, when with age we grow feeble, and our strength fails us, I wonder why the matter of our declining years is so little thought of, and my thoughts have driven me to write and see if, through the rules of the Home, I could procure a guarantee of a home in the said institution, if I should pay a stipulated amount each and every month until I am fifty years of age; say if I should pay 50 cents per month could I be given a home after that time? I am a

member of the O. R. C. and employed by the G. C. & Santa Fe railroad

"I have a good position now, and can see no reason why I should not retain it, as we have a fine company of officials to work for."

I was very glad to receive this letter for many reasons aside from those of good fellowship. I am glad of the interest manifested in the "Home for Aged and Disabled Railroad Men." This will interest every railroad man who reads this letter more or less in the Home, and it gives me a text and an opportunity to have a familiar talk with the Brothers about this now indispensable enterprise. The Home is now beyond the experimental stage; it has become a fixed institution, a monument to the practical principle of true brotherhood.

That it will not only be sustained, but will grow and develop into an institution that will be a pride and honor to all the Brotherhoods I am satisfied, because of my unbounded confidence in the men who compose these Brotherhoods. While it is true that, as yet, only about 18 per cent of the Lodges and Divisions are contributors to the maintenance of the Home, still the reason why the other large per cent do not give to its support is not because they have no interest in it, but because they do not yet fully know what it is and what it is doing. As far as we have been able to learn there has never been a committee sent to investigate the Home, or a single visitor to it, who has not gone away fully satisfied as to the good work being done, and an enthusiastic friend of the Home.

This letter is to those that know but little of the work we are doing. We take care of and make as comfortable as we possibly can, every destitute, aged and helpless railroad man, who is sent us as a member in good standing of a Lodge or Division of any Order of railroad men, whose Division or Lodge contributes the very small sum of one dollar per month towards its support. Take notice, one dollar a month from the Lodge, not each member of the Lodge.

This with many Lodges would be about one cent a month from the individual member. So small does this seem to the average railroad man that many may have thought there must be some "snide" about it. It is no fraud or snide affair; it is a genuine and good home.

The design is to gather the littles from so many manys, the little from each so small as never to be felt, and out of the many littles to build a home so large and so well furnished that all would feel proud to point to it as the Home where your unfortunate Brothers had found a resting

place, when old age, accident or disease had overtaken them and had thrown them upon their Lodge or Division, in destitute circumstances, for care and support.

It is also a place for a younger man, who by accident became incapable of active railroad work, to learn, while in the Home, some other business or trade, or to take a course in a business college, so as to be able to sustain himself again. We have thus taken care of several who are now making a good living.

As many know, the house we had been renting in Chicago was small for our increasing number of inmates, and the Trustees were instructed by the Board to look up and buy a better and larger place. This has been done, we are now in our new and better quarters, in Highland Park, Ill., on the C. & N. W. railroad, twenty-three miles north of Chicago, on the lake shore. This, with the repairs and changes in the building, costs us \$5,000. We buy the property with perfect confidence that the members of the Brotherhoods will respond to help us pay for it. We have a lot with 200 feet front which gives ample room to put up a fire proof building, which is an absolute necessity, for so many of our inmates will be helpless from paralysis, (thus far fully 50 per cent have been so afflicted), and such it might be almost impossible to remove in case of fire. Ten cents from each of the members of the Brotherhoods would more than meet this debt and give us some to go on as a building fund for our contemplated fire proof building.

At our annual meeting, in January next, the Board will probably be enlarged to at least twenty five members, and we want not less than two good men from each Order, and at least one good woman from each Auxiliary, as members of the Board of Managers. This will give all an equal responsibility on the Board and inspire confidence in all.

Now, let me come frankly to every member of the Order and ask, is not this enterprise worthy of your confidence and care? Is there any other way in which you can make your unfortunate Brothers so comfortable and at so little expense to you as by sustaining this Home? What Brother would not be willing to give the value of one cigar a week to sustain such a refuge for a needy Brother? And yet this is more than would be needed if all would contribute. No one of you can tell how soon you may need just such a home. Many of the men who come to us, have spent all their accumulations in paying doctors and sanitarium bills, in the vain effort for relief from that incurable foe of railroad men, locomotor ataxia. But supposing a Division should never be so un-

fortunate as to have need to send a member to the Home (which, may God grant), still is not a Brother of some other Division, just as much a Brother? When this Home can be built up and become an honor to all the Brotherhoods and their principles, and this, too, in such a manner as never to be felt by any individual member, it does seem to me wrong not to consummate this good work.

I am getting old; a few weeks more and I am 73 years old. I want to see this Home built up large enough for all your unfortunate Brothers before I go hence. Shall it be done? If each of you will do one hundredth part as much as I am willing to do, it will be accomplished. As most of you already know, I give my time and my labor free; no man can ever say that L. S. Coffin ever made one dollar out of the railroad men of this nation. My glory and my pleasure is to serve you the best I can, and my only regret is that I have not greater ability to serve you better. As long as I am connected with the Home, you may rest assured that every dollar contributed shall be held sacred to the purpose for which given.

The majority of our Board are already old railroad Brotherhood men, true and good.

If it were practical, I would willingly visit every Lodge and Division in the United States and Canada, and lay this matter before each one. This would take a great deal of time and be expensive. In every Lodge and Division where I have been, a lively interest has always been aroused.

Now, will not some good Brother take it on himself to bring this matter up in your first meeting and press it to a conclusion? What is one dollar a month to a lodge? But still how much it means to the poor, crippled, helpless and destitute Brothers.

"As ye would that men should do to you, do ye even so to them," is the golden rule, not only of gospel but of Brotherhood. Brothers, let us not love in word only, but in deed.

This is of almost infinite interest to the unfortunate ones of the Orders, and I know all will bear with me while I plead for them.

Fort Dodge, Iowa

L. S. COFFIN.

Editor Railway Conductor:

The correspondent of Division No. 69 has again awakened up. Have not much to say about the work of the Division, as owing to our very heavy business, the last two months, meetings and attendance have been very slim.

El Paso Division of the Southern Pacific is now working thirty-two freight crews, the largest num-

ber that has been in service since the big ten-wheel McQueen's put many a man on the extra list, four years ago.

This fall there has been lots of work and plenty of money, as the S. P. has done a tremendous business, and if it keeps up much longer they will have the whole of California in New York and the east.

The famous "Sunset Limited," in charge of Brothers Merriman and McCormick, from San Antonio to El Paso, a pretty run of 625 miles, makes us common freight men hustle into sidings four times a week. Brothers Doyle and Dillon look after the comfort of the traveling public on the regular trains. Brothers Graves and Allen are laying off seeking health and pleasure, and the rest are struggling for the almighty dollar.

There has been somewhat of a change here since my last letter. El Paso Division now runs from El Paso to Del Rio, 455 miles, under Superintendent Martin, at El Paso, and this has made it pretty lively for the dispatchers during the rush. The Rio Grande Division of the Texas & Pacific is doing a big business with California products, and (owing to the quarantine being raised) in cattle as well, El Paso being a port of entry from Mexico.

Our yearly visitors from the east, (the consumptives) are crowding into El Paso to avoid the cold and snow, and to take in the sunshine all the winter.

GEORGE H. AITKEN.

El Paso, Texas.

Editor Railway Conductor:

At the last meeting of Los Angeles Division No. 111, I was appointed correspondent for THE CONDUCTOR. I endeavored to convince them that they had made a mistake, but they would not have it that way. Now they must put up with it.

I am pleased to note a great improvement in this Division. We are receiving many new members, and quite a number are transferring. All are of the best material, and I can say there is not a better posted Division on the coast. Yes, and we have a Ladies' Auxiliary; just the thing, and at the right time. They have started in with a large charter list and many new applicants. They will not only be of much assistance during the time that the Grand Division is here, but they will also give this Division new life. I should judge that they know what they are doing and how to do it. Well, I suppose that it is all on account of this glorious climate of California. I understand they think of giving a ball during the holidays. Now, there is where the Brothers can help them out. They can all join hands in that and circle to the left. I know that I can vouch for

Brothers Perkins and Pudley; no flies on them when it comes to dancing.

Now a word to the absent Brothers. I notice that quite a number have not been in the Division for at least a year. Now, Brothers, who do you expect will keep the Division up? Those that are devoting their time to the Division are receiving no compensation for it; it is all done for the love they have for the Order, and it is your duty to help them. Now come, put your shoulder to the wheel and help us push on to victory.

Los Angeles, Cal.

R. T. HEDRICK

Editor Railway Conductor:

Although regularly elected after a spirited contest and considerable opposition, nearly one year ago, to the position of Correspondent for Division 83, the undersigned is obliged to plead guilty notwithstanding the pledges made before election, to the charge of dereliction of duty in office. But this is my only excuse: It has been my great aim and ambition for a long time to organize a club within our Division, which would not only create additional interest in the Order generally but in our Division in particular, and would relieve our membership of what I consider to be one of the greatest ills that humanity is heir to; and it has been my earnest wish to be able to announce the accomplishment of this result in my first official communication to THE CONDUCTOR. But various causes have conspired to delay me in this, my life's work. Many of our Brothers have been reluctant to abandon an old established custom and entrust to others what they have so long cherished as their personal prerogative, others have shown a decided prejudice against any new innovation. But at last I am enabled to report that, in a measure, my efforts have met with success and the future appears bright and hopeful. The club, in spite of all prejudice and opposition, has been organized, and from the start has been so successful that we are warranted in the prediction that it will not only embrace all the members of our Division, but it will attract additional membership to the O. R. C. for the privilege of becoming a member of the club, which we have named "The First National Society of Fretters." Our laws provide for, and require all members who may experience any dissatisfaction with any of the details of life, or any impediment to their complete happiness, to submit the same to the club, and completely relieve their minds of the matter and give it no further concern, as the society binds itself to each individual member in the interest of enjoyment of life, liberty and happiness, to do all his fretting for him. It will be seen at a glance what a boon this will be to men in our avocation.

and will, no doubt, be heralded with joy by many who have heretofore considered it to be their duty to do far more than their proper percentage of fretting for a large Division, not only on behalf of themselves and our own membership, but their solicitation often extends to the management of large systems of railway. This, we submit, is not a fair or equal division of labor, and many a good Brother has undoubtedly been hurried to an untimely grave by overwork on these lines. The club has so far given the most complete satisfaction, and we confidently expect in the near future that every Division of the O. R. C. will realize the necessity of introducing this invaluable auxiliary, and when this has been accomplished, Division 83 will have achieved the acme of her aspirations as the pioneer of the "Society of Fretters."

Galesburg, Ill.

"Cor." 83.

Editor Railway Conductor:

On the fourth Sunday in November New England Division 157, with ninety members present, witnessed the conferring of the new work on two candidates. The way the goat got his work in on Brothers Hannigan and Burnham brought forth great applause. Our next regular meeting will be held on the fourth Tuesday in December at 10:30 a. m., in Ancient Landmark Hall, No. 3 Boylston Place, as the Division has voted to alternate Sundays and Tuesdays. At that meeting we elect officers for the ensuing year. Now, Brothers, this is of great importance. Don't sit down in your rooms, but come to the meeting and help us elect suitable officers, who will uphold the dignity and fill the chairs in as able and creditable a manner as those who have occupied them in the past.

If any visiting Brothers are in this section on meeting days and will call and see us I can assure them a hearty welcome. Meeting or no meeting, our worthy Brother Chapman can be found at the foot of Summer street, on the sidewalk, day or night, dispensing that hospitality of which he alone has the secret.

No doubt many of the Brothers will be pleased to learn of Brother Mooney's convalescence from the attack of illness brought on by an advertising dose, taken by mistake, and later drinking Mascot Division's lemonade, which caused a reaction.

Brother Baker, of Division 122, took the same dose of advertising, but omitted the lemonade; hence his quick recovery without the aid of a stomach pump.

What seems to me the saddest of all is Brother Copp's case. Poor fellow! That one so brave and true should be cut down in the prime of life by a

barrel of cider, which he was putting into his cellar for mince pies! The skid broke, injuring him quite severely. Who said he tapped the barrel first? I am glad to report, however, that he has resumed his run.

Brother Sam Lunt has returned with his bride from an extended trip to the south of France. Sam, why don't you let your wife join the Auxiliary if she wants to do so?

No, Brother Drake, you cannot make me believe that they only went to Dover, New Hampshire, on their wedding trip.

Brother and Sister Haggett, with the nine little Haggetts, have returned, after two weeks' vacation in the Pine Tree state. Brother Haggett says game is very plentiful, and I must agree with him, for he brought back one ground hog, (in French called skunks) two full grown pumpkins and some chewing gum.

Because Brother and Sister Silsbee had hold of hands is no reason the cars should stop on Washington street.

Brother Annis has been transferred from the Providence division of the N. Y., N. H. & H. R. R. to the Plymouth division.

Brother Cowell is learning to ride a bicycle, and I have it on good authority that he does not wear bloomers. He says, though, that if he had owned one of these machines in '62 and '63 he would have been home much sooner.

Your correspondent wishes to report that Master Ernest Minium, only son of Brother and Sister W. L. Minium, who has been dangerously sick, is now improving, with every indication of ultimate recovery. Mascot Division, of which Mrs. Minium is a member, has extended to them in their hour of trial an expression of sympathy, bearing the seal of the Division. In addition, many of the Sisters have called personally. Brothers, let us take pattern from the Auxiliary. It's when we are in trouble that we want friends. Oh, that there was more brotherly love in the Order, and that Division 157 could, like Pine Tree Division, wave a banner to the breeze inscribed, as their's was: "Ball to be given in aid of a worthy Brother."

On Saturday, the 19th of November, the ladies of Mascot Division gave an entertainment and supper and your correspondent attended by special invitation. That is, by paying 25 cents admission and 5 cents for lemonade, I was allowed to partake of the many good things provided, to which, by the way, I could hardly do justice, as I was perfectly bewildered by the fairies who waited on the tables. The entertainment was very fine, but the dresses, Ye Gods! let me describe some of them. Mrs. Mooney wore a

blue silk, with pink mull ruffles and frou frou attached to the skirt. Mrs. Day wore a tortoise shell silk cut pompadour, with pearline buttons and real French edging. Mrs. Silsbee wore a canvas back silk, cut under the shoulders, a la Watteau from the neck down, and a step ladder comb over two hundred years old. Mrs. C. Brown, at the ice cream stand, wore a black silk cut on the bias, with rabbit ear sleeves and colarette to match. Mrs. Marr, in grandmother's bonnet, turtle dove silk, white fichu and real Queen Victoria lace. Mrs. Beatty wore an imported Jersey lily from Worth's, cut beef a la mode and draped with real tatting. Mrs. Brown, who had charge of the lemonade well, wore an alabaster green silk, cut after the Roman style, and very bewitching. Mrs. Washburn, who had charge of the cigar stand, impersonated a Spanish maiden of the nineteenth century, oh, me! oh, my! Mrs. Cowell, dressed as a gypsy maid, dispensed snuff (of the eighth century, I should judge from the strength of it, if age counts). The most antique dresses were those worn by Mrs. Burke and Mrs. Cunnard. Judging by the pattern they must have been worn in the days of the Salem witches. Mrs. Thayer's costume was of royal purple silk, with a Dresden lace scarf, which was draped from the top of the arms and knotted at the shoulders. Mrs. Sanborn wore a pink porcelain with sleeves to match and a long trail. Mrs. Chandler wore a Chelsea dress, with birdseye buttons and roving collar. Space forbids me from describing any more of the costumes worn by the ladies, but I hope this will not cause any jealousy and that my descriptions have been accurate. Wishing Mascot Division and the O. R. C., success.

Boston, Mass.

G. E. S.

Editor Railway Conductor:

Once more it becomes my duty to address you. This, I presume, will be my last letter as correspondent, as my term as such will soon expire, and I hope to see my successor launch upon the waves of duty with a buoyant heart that will ever be light in the discharge of his duty, which at times appears none too pleasant to the average Conductor, who, perhaps, has been on the road almost day and night, and finds that his letter to THE CONDUCTOR must be written at once or it will be too late for publication. Tomorrow will not do; it must be off today, and when pen and paper are arranged the next thing is, "what will I write? I do wish I had commenced in time to have given this letter proper thought and consideration." I write a few lines that do not sound well when I read them over, and I immediately

destroy what I have written and begin again with better success next time, and finally have a letter written which I realize is a very poor one, but after a moment's reflection I conclude to send it this time, with a resolve (that is soon forgotten) to commence in time to do the next letter justice. But each month finds me as did the preceding one, almost too late and renewing the forgotten resolve.

Now, I must tell you what we are doing. We have our election of officers December 9, and will start out on the New Year with a new set, with one or two exceptions. Public installation of officers has been talked of, but I do not think it will be adopted, as the one given last year was rather expensive and did not prove altogether satisfactory. For that reason I do not believe one will be given this year, although our treasury is in the best condition it has been in for years, with a bright future in view. Brother F. H. Stouffer, our proficient Secretary and Treasurer, has proved himself a jewel to No. 36 as a money saver, and is a bright, honest, energetic young man, who devotes much of his time to the advancement and best interests of the Order. By his untiring efforts to do justice to his office he has endeared himself to all, and if Brother Stouffer will accept it he will be the Secretary and Treasurer for 1896.

Now I must tell you where some of our Brothers are to be found: Brothers H. Hart and L. C. Smith are running local freight between Pueblo and Salida; Brothers D. D. Herrington, Cal Groves, J. E. Duey, F. N. Reese, B. F. Tharp, Dan Yellowlee, E. E. Rhodes, William Metz, Oates Spencer, the writer, and Wm. Whalen, our fat boy and mascot, are running chain gang between Pueblo and Salida. Brothers J. Dalton, H. Akin and G. A. Taylor are running fast freight between Denver and Salida, a 217 mile division. Brother W. J. Weir, Hank Williamson and D. S. Graham are running Nos. 5 and 6, the narrow guage passenger trains between Denver and Salida. Brothers Charlie Chilvers, S. Rathburn, Frank Smith, H. D. Smith, John Oshea, Mr. Bulcher, Dan Reilly and Charlie Rogers are running broad guage passenger trains between Denver and Salida. Brother Fred Graham, known as "Chub," is handling the ticket punch on the the Manitou branch. Brother John Donley is running passenger on the south end, Pueblo to Trinidad. Brothers T. F. Hollis, D. W. Edmisten, C. E. Duey, P. B. Hart, C. Pettigrew, Ed. Evans, the C. C., and J. H. Propst are running chain gang south, between Pueblo and Trinidad. Brother R. T. McGraw is running mixed run between Walsenburg and La Veta. Brother M. Gar-

rett has been laying off a few days, rocking the cradle. Brother George Foster has the Coal Creek run and is doing the switching at Florence. Brother C. B. Teller is assistant road master between Pueblo and Salida. Brother Jim Rourke is officiating in the same capacity between Pueblo and Trinidad. Brother P. J. Lane, Mick Mahoney, Cap. Bradbury and Brother Shea are handling the punch on the Cripple Creek railroad. Mr. Jack Brown, an old time Rio Grande Conductor, is also wearing the true blue, with two rows of brass buttons on his collars, on the Florence and Cripple Creek railroad. Brothers H. L. Young, Jack Flavin and several others are running freight on the same line.

I am sorry to say that I am unable to give you, correctly, a list of the Brothers on the A. T. & S. F. and the M. P. railroads out of Pueblo; but I do know that Brother Jake Lemmon is running passenger between Pueblo and Hoisington, and a finer man never did a railway company justice. The Missouri Pacific should be proud of him. The writer knows of no better man for the position he holds than kind hearted old Jake Lemmon. Brothers Bates and Crosby, employed by the same company as passenger conductors, are men of the same kind.

Brothers Oalis Spencer and T. McClintock are on a tour of business, mingled with pleasure, through California. Brother Spencer is one of our D. & R. G. conductors, while Brother McClintock belongs to No. 36, and is general manager of the *Omaha Railway News Reporter*. He is a genial, enterprising gentlemen and with rare ability fills the position to which he is assigned. The writer takes pleasure in saying to all that Brother McClintock is at the head of one of the best books ever published in the west. It is with pleasure we note the success being made by the *Reporter*.

I will now close by thanking you, Mr. Editor, for your kindness to me during my term as correspondent. I shall often think of you kindly when reading *THE CONDUCTOR*. I thank the Brothers of No. 36 for so patiently enduring the poorly written letters from No. 36 without one single word of reproach or correction, and there shall ever be a warm place in my heart for you, my Brothers. May you each and all have a bright and prosperous future, mingled with the ever pleasant memory of a happy, thoughtful past. I wish you a merry Christmas and a happy New Year.

Pueblo, Col.

J. F. OWENS.

Editor Railway Conductor:

I have found out that the boys of Division 167

are a little interested in what is going on in the Order or they would not bother themselves reading *THE RAILWAY CONDUCTOR*, and they would not know what was between its covers.

Our Brother John Cochrane has the sympathy of all in his affliction. He had the misfortune of having his right hand badly smashed about October 21 and has been in Rochester Hospital ever since. He may save it yet, but it will be useless. We extend our sympathies to Brother Cochrane, wife and children, and hope to see him at home again before long, where we can extend the warm grasp of the hand to him.

Brother G. R. Donovan is one of the popular conductors of the R. W. & O. R. R., and he is just the one to give sympathetic words to the sorrowful, and when charity appeals are around he is one that believes in doing, as well as talking, and he can find the way to his pockets, whether there be much or little there. But we hope, Brother Donovan, you will receive your reward openly, as you "doeth in secret."

Brother Joe Allen shall "keep in line." If not one way you will another.

I hope the boys will turn out this last month in the old year in good number and then if they will get ready first, we will rest assured our New Year will be successful. There are some who want to join our ranks, so come and help the Division by your attendance, if nothing more. You all know nothing can be done unless we hold meetings, and if nobody comes we are helpless. I hope our charter members will not leave us yet. We love them with brotherly love and would awfully hate to lose them from our Division. If by writing a few words in this good book I help this Division, oh, how glad I shall be. Don't leave us, Brothers; wait and see if our interest won't increase soon. It will if each one will only do his duty.

This is the last month in the old year. I must close by wishing success to our Order, and by giving one and all the new year's greeting, "A merry Christmas and a happy New Year to all."

Life should be full of earnest work,

Our hearts undashed by fortune's frown;

Let perseverance conquer fate,

And merit seize the victor's crown.

The battle is not to the strong,

The race not always to the fleet;

And he who seeks to pluck the stars,

Will lose the jewels at his feet.

Oswego, N. Y.

X. Y. Z.

Editor Railway Conductor:

I wish to call the attention of the wives, mothers and sisters of our Brother conductors

to what I deem a very important part of their duty as such. The importance of seeing to it that those upon whom they are dependent for a living take out and keep up an insurance policy in the O. R. C. for at least three thousand dollars. Do you know that this can be done for the small amount of ten cents each day? Can you then afford to let this all important question rest for a single day? No, you cannot, for the one day of procrastination may be a fatal one to your future prospects. I would like that wife with four or five little children, who is wholly dependent upon her husband's earnings for their support, to say what her prospects would be if her husband should be brought home to her a mangled corpse, or what is as bad, if not worse, a helpless cripple for life, and without a dollar of insurance. Can you not remember a parallel case to the one above described? Yes, many of them. Then is not such a thing just possible to happen again? Yes, and to you, my uninsured Brother. How can you, then, go on day after day and neglect those dear little ones, and make it possible for your wife and little ones to be left to the charity of a too busy world to support. Wife, mother, sister, can you afford to allow your dear ones to forget this duty? No! Then give them no rest, day nor night, until they take out insurance, and make you independent of their Brothers in event of death or total disability.

To such as believe I am overdraining the possibilities of such neglect I would say, call upon the records of Kaw Valley Division 55, and satisfy yourself, for there you will find proof of the oft repeated calls upon our Division, to give aid to those who have been neglected in this very manner, until we have been compelled from sheer exhaustion of funds to deny further aid to a perhaps deserving applicant. There is now no chance for anyone to say they cannot take out insurance in the O. R. C., because they can. You can take one thousand, if you are not able to take more, and if you are in any way injured, so as to render you helpless and render you physically unable to pay your assessments, the Grand Division has provided a way in which assistance in that direction may be afforded.

Now, will that Brother's wife give her aid so that before the end of 1896, with the aid of the mothers and sisters, there will not be a conductor who belongs to the O. R. C. who has not given himself, his family and his Division protection, and placed himself and them beyond a possible chance of being left to charity, for, remember, charity too often is forgotten at the moment that it is most needed. I hope this will be accepted as it is intended, and that it may wake up some

careless, neglectful Brother, or his wife, mother or sister.

W. WELCH.

Kansas City, Mo.

Editor Railway Conductor:

After a silence of several months, I will endeavor to bring the year to its proper close by opening up a communication between Division 172 and the readers of THE CONDUCTOR. We are still living and gaining a few members, and if we would work with half the energy of the Ladies' Auxiliary, we would be able to do far better.

Lake Mount Division of the L. A., No. 88, was organized here on November 11, with twenty-eight charter members. They gave a banquet to the organizer, Mrs. Wiltse, of Philadelphia, and the ladies of Harrisburg, who came to assist her, in the evening, after the formal exercises were finished. So many good things were furnished for this banquet by the ladies, that when it was completed there was enough left for another supper, which was given on the following evening, and helped to pay the expenses of the organization. These ladies long since won an enviable reputation as the promoters of such entertainment, and on this occasion did themselves more than justice.

Freight was slack all last summer with us, but now there is a turn in the tide and the boys are all happy, making full time and corresponding wages.

It is my sad duty to inform you of the bereavement which has come to Brother Bowen, in the death of his son, a young man twenty-one years of age. Deceased was a brakeman on the Pittsburg Division of the Pennsylvania road. His death was caused by the breaking of the brake chain, thereby throwing him in front of the cars and killing him instantly. He was an unusually promising young man, very popular wherever known, and the sympathy extended his bereaved parents was all the keener for the sense of personal loss felt by his friends. The funeral was held at Conemaugh on November 13, and was largely attended. The formal sympathy of 172, of which Brother Bowen is Secretary and Treasurer, is extended to the parents and nearer friends. S.

Altoona, Pa.

Editor Railway Conductor:

Our Division, 232, met the first Sunday in December in regular session and elected officers for 1896 as follows: H. C. Frank, Chief Conductor; Jas. Barclay, Assistant Chief Conductor; William H. Fox, Secretary; S. F. Pool, Senior Conductor; George H. Patterson, Junior Conductor; J. A. Russell, Inside Sentinel; W. F. Reinish, Outside Sentinel.

No better set of Brothers were ever put in charge of the offices in the Division, and I hope, in fact feel assured, that they will make us as good officers as they are Brothers. If the members of the Division will give these officers the assistance they have a right to expect, we will, without doubt, have a flourishing Division, and I most earnestly say to the Brothers, it will be necessary for you to come to Division meetings, as it is impossible for the officers to make a success of it alone. You cannot go to any better place, and at the Division meetings you can get well acquainted with your associates and have a good visit. The work can be done in good shape; we can learn our parts if we are officers, and if not we can learn to readily assist the officers in the discharge of their duties. There has been altogether too much carelessness in this regard in the past. I have tried to do my duty in this matter, and do not feel that I am throwing stones from a glass house.

Brother Van Valkenberg has moved up to St. James, which we very much regret, as he has been a very regular attendant at our Division meetings. I wish we had many more like him. We would certainly have nice meetings. The Brothers may think I am speaking pretty plainly in this matter, but I recite facts. There is no reason why we should not have an attendance of more than ten or fifteen at our meeting out of our membership of about seventy-five. Now, Brothers, come; let us have a good year in '32. It is, and always will be, just what we, its members, make of it; so, if you straggle up about once in every six months and when you get home feel that the meeting was not interesting, just think of some fifty more just like you and try to satisfactorily answer the question: "How could I expect it to be otherwise?" I guess I have said enough for this time, but you will hear from me again.

Sioux City, Iowa.

O. R. C. '32.

Editor Railway Conductor:

Who is our Chief for '96?

Our annual election occurs on the 15th and will, no doubt be over before the December issue of THE CONDUCTOR appears.

We notice from the correspondence in the fraternal columns of our magazine that the disease non-attendance is prevalent among many of the Divisions throughout the land, as well as our own, and what shall we do for a preventive? If we put "no admittance" on our Division door they would all want to get in to see what was inside. If "smallpox" was substituted instead it would be as strong an inducement for some of our Brothers to stay away. If we advertise "beer and cigars free," it would "bust" us the first day; so what

are we to do? But we were glad to see as many of the old familiar faces as decked our hall last meeting, such as Brothers Hinkley, McFarland, Wise, Skelly, Hoskins and others, including three visiting members. Keep coming. We presume they are all like ourselves, interested in the approach of our annual election, and anxious to see good men elected to our several offices. We hope each will carefully weigh the character of the one for whom he intends voting, asking himself, "can and will he attend regularly? Will he be a good man for the office," etc. Make a study of his business ability, education and knowledge, both of affairs in and out of the Division, and think would you be proud or ashamed to have this man represent you or your Division before a body of railway officials, at a public or private meeting, direct a funeral, or anything else the duties of his office might require.

Brother Kissick is better. Brother Burrows, at last report, was doing well, not having lost his arm. But little change is noticed in poor Brother Baldwin's case. Brother Fred Graham, of the D. & R. G., like some of the rest of us "unlucks," or "mislucks," had the misfortune to lose two of his fingers.

Brother Virden has been giving the "High Line" signal in the way of some extra running on the Park last month.

Brother Burt Little is working out of Denver on the same road.

Brother Frank Pearce is "polishing wheels" on the "non-airs" of the Gulf, out of Denver.

Brothers Mattingly and George Tarr are helping Brother Hough switch cars in the D. & R. G. yard, this city.

Brother George Schignor is back on the D. P. again.

What has become of Brother Dave Muse? Does that new arrival of his keep him at home all the time?

Brother Fred Schmidt runs the Gulf's Pike's Peak special to Colorado Springs. His head has not swelled in the least, and we don't think it will.

Brother Meyers, where have you been? Haven't seen you in the Division room for many sleeps.

Brother Griffin, we miss you also; but we understand how yard service ties a man down.

Where is Brother Sam Rathbone, and Brother Dave Clark. Come up to meeting and bring a whole lot of those good D. & R. G. Brothers who have been laying off on us, and tell Brother Charles Morse to come and bring the dogs and let's have some fun.

Among the many nice letters in the November CONDUCTOR we notice a very creditable letter from

Sister Landis, in which I am informed of having wounded the feelings of some of the ladies of Division 23 in my attempt to joke regarding the races at our picnic. I was very much surprised to think any of these ladies had taken offense, as I had selected the three best natured ones I knew, and the ones I would have staked my life (or wife) on taking it as it was intended—in fun. I sorely regret their having taken it otherwise, and hasten to apologize in all the word implies, for, like Sister Landis, I am about to lose my office and have no desire to incur the ill-feelings of anyone, especially the ladies, nor do I wish to remain over the range as a penalty for repetition of the offense, as my clothes wouldn't fit the climate at this season of the year. Her remarks about out-doing Division 44 are true to a certain extent, but we will not agree with you in all things, Sister L. We are aware of the fact that Division 23 has scooped us on the Thanksgiving entertainment, by giving their rag party or hard times ball on the 27th inst., and hope it was a success. It is just my luck to be absent on all such occasions.

Division 44 has established a funeral benefit fund, its object being to furnish immediate financial aid upon the death of a member thereof, or of his wife. It costs but 50 cents to become a member. The minimum of the fund shall be as many half dollars as there are members under one hundred, and the maximum shall be \$50. The first assessment of 50 cents will become due whenever a draft is made on the fund, provided the draft reduces the fund below \$50. It's a good thing. Join it by all means.

Roy Greiner, who succeeded Brother Bartlett as night yardmaster at union depot, is about to enter the service of the O. R. C. Company, with headquarters at Denver, and will probably do a little "drilling" in their yard on the first Sunday in December. We congratulate that company on securing his services. Smoke on him, boys, for making "run" contrary to book of rules.

I was in error in saying Brother Ogden stepped from a car and broke his leg. He sprained his ankle on the sidewalk, and I understand is on his run again.

As this will probably be the last appearance in THE CONDUCTOR of my beautiful nom de plume, as I expect to be "canned" for the winter, I beg to thank all the friends for their many kindnesses, and beg forgiveness of all the foes, which I hope are few. Wishing our two Grand Orders a prosperous future, and one and all—friends and enemies—a merry Christmas and a happy and prosperous '96, I will make my humble bow.

Denver, Col.

HOT TAMALE.

Editor Railway Conductor:

Not seeing anything from 283 in THE CONDUCTOR for some time, I thought I would inform your readers that we are still in this old historic town on the banks of the "Father of Waters," meeting regularly, with some sixty members, and the very best results are obtained from the harmony which prevails. We elected and installed our officers yesterday as follows: B. Andrews, C. C.; H. C. Kenworthy, A. C. C.; S. V. Montrose, S. and T.; J. L. Ward, S. C.; G. C. Grey, J. C.; J. Louch, I. S.; E. Hines, O. S.

All are true Brothers, and we feel certain that they will do everything possible for the good of our cause.

M. T. ROONEY.

Ft. Madison, Iowa.

Editor Railway Conductor:

The Home for Aged and Disabled Railway Employees, acknowledges receipt of the following donations during November:

O. R. C. DIVISIONS.

18 Kilpatrick....	\$ 1.25	169 Mitchell....	\$ 1.00
44 Gardner....	5.00	191 Rapelje....	5.00
48 Smith.....	5.00	260 Vahey.....	12.00
60 Miller.....	15.00	324 Heck.....	45.50
94 Shehan.....	12.00	330 Hedgecock..	1.00
151 Kingery....	1.00	342 Palmer.....	12.00
157 Mooney....	15.00		

Total.....\$130.75

L. A. TO O. R. C.

Division 1.....	\$ 4.00
B. L. E. Divisions.....	\$148.00
B. R. T. Lodges.....	132.95
G. I. A. Divisions.....	30.05
B. L. F. Lodges.....	14.00
Trades and Assembly, per L. S. Coffin..	10.00
Ed Ingalls Acc't.....	10.00
L. A. to B. L. F. No. 2.....	5.00
L. A. to B. R. T. No. 52.....	1.00

Total receipts.....\$485.75
Chicago, Ills. F. M. INGALLS,

Secretary.

Editor Railway Conductor:

Cortez Division 372 is called upon to mourn the death of one of its members, Bro. T. M. Robb. He was the first to be taken from us since our organization, and met death by accident, near Shoemaker, N. M., November 25. Although badly scalded, he survived some 16 hours. While others did not realize that he was seriously hurt, he realized that his time had come. His remains were brought to Raton, his home, where funeral services were held under the auspices of the Order. The remains were then taken to Sedalia, Mo., Brother Robb's former home, for burial, accompanied by his wife, Brother T. C. Liphard and Mrs. Liphard. At Sedalia they were met by

relatives and buried our Brother under the auspices of Division 60.

Brother Robb was of a genial disposition, well liked by his co-employees and Brothers. In him we lose a consistent Brother; the wife, a true and affectionate husband; the public, a good citizen.

The sympathies of all, more especially the Sisters of our Auxiliary, are extended to the widow in this, her greatest bereavement.

Brother Robb transferred to this Division from Macon, Ga., Division 123, having formerly been employed as passenger conductor by E. T. V. & G. Ry. He carried \$2,000 policy in the Order, the wife the only beneficiary, they having no children.

"C. M. H."

Raton, N. M.

Editor Railway Conductor:

When the October CONDUCTOR came, containing the last literary effort of your correspondent from West Philadelphia Division No. 162 the "boys," with one accord, echoed the plaintive cry, "Give us a rest." The appeal was heard and the rest granted, which explains our silence in the November number. In the meantime some things have happened that incline us to intrude once more upon your valuable time and space, and as for the "boys" of 162, Mr. Editor, if you can stand it they will have to, or else resort to their old method of relief by crying "Give us a rest." If there is one thing, Mr. Editor, more than another that I like about "our boys" it is their frankness. Why, they don't hesitate one moment about spitting out what they don't like, no matter who gives it to them, and they just as readily accept and endorse what they do like, and in either case they let you know about it, and it is this happy spirit and freedom of intercourse that makes our meetings so interesting and causes them to be so well attended. We are justly proud of 162; proud of her record, proud of her meetings, proud of the ability, the good fellowship, the character and manhood of her members. I expect to be called down on that declaration by some Brother with the remark "Come off, you don't know them all." A fact, I don't. I only wish I did; but I speak of those I do know, with the full belief that those I don't know are just as good as those I do.

Present indications point to an early evacuation of our old quarters, at Thirteenth and Arch streets. Our increasing membership and largely attended meetings demonstrate the fact that we need more room than Dental Hall can supply. A committee has been appointed to look for a more suitable room, and the way in which the attention of that committee has been directed toward the new Odd Fellows Temple for the last few days plainly sug-

gests that when we leave old Dental Hall, with its many pleasant associations, it will be to occupy spacious, luxurious quarters in one of the finest architectural structures in the city of Philadelphia.

We have at present but few cases of sickness on our hands, and no one off, we believe, on account of injuries received through accident. Brother Wash Sterling felt so much improved in health that he returned to work some days ago. He overestimated his strength, it seems, and we are very sorry to say, he was obliged to lay off again. His physician advises a trip to Colorado. If he concludes to go we wish him a pleasant journey and a rapid and permanent restoration to health, and take this opportunity of introducing him to our Brothers in the west, who may have the pleasure of meeting him. In the name of Division 162 I would ask them as a favor to look after Wash's comfort and give him a free pass and a mile a minute speed over the broad gauge road to health. No better man than Wash ever stood among men, and we hope soon to have him with us again in the enjoyment of his old time strength and spirits.

Brother Jim Beach, we are pleased to notice, is with us again, after an involuntarily extended vacation. The trait of Old Father Adam, love of apples, is inherent in our Jim, and like unto our ancient and erring parent, it led to his downfall. It seems that Brother Beach, while visiting friends up country, was tempted to climb a ladder after some luscious looking apples that hung far above his reach, but, alas for human calculations and expectations.

Just as the fruit was reached the ladder breached,
The bough it broke and fell,
The whole thing flopped and with Jim dropped
Upon the ground, pellmell.

A badly sprained ankle and a broken rib was the result of that adventure and explains why Brother Beach had a longer vacation than he desired.

It is with sadness we notice our charter is again draped in mourning. Our beloved Brother, Wesley Vance, met with a sad and sudden death at Engleside, on October 19. While engaged in duty about his own train he stepped in front of an express train and was instantly killed. His tragic death was a great shock to his many friends. He had endeared himself to the hearts of all who knew him by his kindness and brotherly affection. We can truthfully say of him that he was a brave soldier, a loyal comrade, a kind brother, a loving father and an affectionate husband. Though eyes are dimmed with tears of grief and hearts are burdened with agony of sorrow because of

this great affliction, there is yet consolation in the thought that beyond life's horizon all must pass, and no sorrow, no suffering, no tears, no pain can ever come again to those who have gone before and are wrapped in the sweet sleep of eternal rest and peace. We who are left must struggle on, meeting life's stern duties face to face. May it be said of each of us, as we can say of our lately departed Brother, he ever did his duty and was beloved by all who knew him.

Philadelphia, Pa.

M. M. S.

Editor Railway Conductor:

At the last regular meeting of Oatley Division No. 102, held Sunday, December 1st, the following officers were elected for 1896: J. J. Deem, C. C.; Geo. M. Crane, A. C. C.; F. G. Bequette, S. and T.; Walter Knox, S. C.; Wm. Wolf, J. C.; S. H. Wallize, I. S.; J. H. Sullivan, O. S.

All are well pleased with these gentlemen as officers, and hope the Division will prosper under their direction. Division 102 is in a healthy condition, and we are having some very interesting and profitable meetings. The attendance is not so large as it should be; there are members who have not been in Division for months, and whose only excuse seems to be that they "forgot" this was meeting day. How well they remember meeting day when they are in need of assistance. They get right up to the front when they particularly need the Order. If you want to be in line, just drop in on the first and third Sundays of each month, top floor of the red brick building, (Pythian Temple) opposite Morton House, at 10 o'clock a. m. Visiting Brothers are always welcome.

Grand Rapids, Mich.

"SLOBS."

Editor Railway Conductor:

Judging from its silence, Seymour Division 301 might be counted as one among the extinct, yet we still reign—not in our supremacy exactly—but still hold sufficient prestige to claim our existence and influence as a Division.

The past few months have brought many changes. Business on our B. & O. S. W. has been very heavy, so much so, that with our limited machinery, traffic has been blocked, trains all late, and men run hard. Promotions have followed in rapid succession on most divisions of our line, and we have a great many new men, especially brakemen, firemen and operators, as well as switchmen.

Brother Jesse Grice, for several years yardmaster at Seymour, has been superseded by Brother C. E. Miles, who at the same time will have charge of all men at that point. Brother Miles is an operator, having formerly been a

train dispatcher, both here and in the west. His qualifications in various ways particularly fit him for this position. For several years prior to his appointment, he was a freight conductor between Seymour and the Shops.

Brother E. E. Gaskill has been running extra passenger for some time. Brother Cliff Robertson has resigned, and Brother Haek has taken the place of extra passenger conductor.

The familiar face of Brother Bruce Sprague was seen on our streets a few days ago. He recently was in charge of a passenger run on the Fort Scott.

Death has again taken from our midst one of our former associates, Brother John McGoffin, who in former years was a brakeman and conductor on the old O. & M. He was laid to rest October 31, amidst a large concourse of sorrowing friends. The press of our city spoke highly of him and his past life, for in railroad parlance, "Biddy," as he was called by the boys, was an "old timer." Briefly summed up, he was a railroad man of the old school, with a generous heart in him bigger than the average man of today, good to his family and to his fellow man, kind and forgiving to those who opposed him, and chief among his virtues was forbearance. Through his long sickness he was patient, and silently, uncomplainingly, waited for the end, the indirect cause of which was the old, old story of a broken down railroad man. He was born in County Down, Ireland, June 6, 1839. When about 16 years of age he came to America, and began his career as a brakeman for the O. & M. In 1871-2 he had charge of a local freight between Seymour and Vincennes. Following this he engaged in hotel business for several years, taking service again with the company, being thus employed until 1881, when he successively worked for the L. E. & St. L. and L. N. A. & C. as long as his health would permit him. He was a member of Division 303, and carried an insurance of \$2,000.

Sam Burgess, one of the oldest local freight conductors, while in a demented condition on account of sickness, escaped from his attendants at Flora, Ill., and ran to the yard, where he was instantly killed by a yard engine. He leaves a wife and two children. He was in charge of local freight between Flora and Shops prior to his sickness.

Brother Ed Jackson is manipulating a punch on passenger.

All of the officials in the transportation department are now located at Washington Shops. Seymour office now presents a lonely appearance.

The time is drawing near for our annual election and it stands us in hand to make out our list.

Let none but the best be elected, and only those who will attend their meetings when possible, for poor officers make poor Divisions.

Until the new year, good bye. C. W. M.
Seymour, Ind.

Editor Railway Conductor.

On page 534 of the October CONDUCTOR, and page 625 of the November issue, writers have discussed upon the subject of "Rest." I think he is at rest who realizes the power God has given him and uses it to the best of his ability. Duties are ours. Events are God's. Everyone has a truth, or an experience, or a personality, which is peculiar to himself, and exercises an individual power over others. We stand in the center of a universe of power. There is power in the wind, power in heat, power of steam in water, power in the sunbeams, power in the electric currents, power in the mountain stream. Certain substances, by combination with other substances, develop great force, as in the case of dynamite, guncotton and gun powder. These are forces of the material realm. Above the material lies the moral, the intellectual, the spiritual. Truth has power, love has power and eternal life, or a soul in harmony with its God is power. To man is given the power of thought, of will, of heart, of life and brain. Amidst the inequalities of life we hold to the conviction that all men are spiritually on an equal footing. God has placed an unlimited power within the reach of every human soul. We can say as Jesus said, "All power in heaven and earth is given to me." Strength comes through the appropriation of power, by which we are surrounded, and in order that society may be uplifted and the world grow better, every individual must realize that prosperity comes from the intellectual and moral, as well as from the industrial uplifting of the many, however commonplace they may seem. There is no one whose influence for light and truth may not be extended down the generations if he appreciates his duty, and is willing to exert his best efforts. Man, left to himself, is weak. If we have not taken hold of the forces with which we have been surrounded, the fault is ours. God is a divine economist. If we use the talent we have He will increase our power. To be strong one must be in harmony with himself, with truth and with God; then he is at rest, and has that peace of mind that passeth all understanding.

Clinton, Iowa.

MRS. C. R. DICKINSON.

Editor Railway Conductor:

At the annual election of Fort Scott Division, held December 1, I was chosen as its correspondent for THE CONDUCTOR. As you will readily see, I am much better with a brake wheel or a ticket punch than I am with a pen, but I believe that when a man has been elected to such an office he should perform its duties to the full limit of his ability, and I shall certainly do the very best I can.

The past year has been a crucial one for our Division, owing to mismanagement on the part of the Brother who was then our Secretary. For a time it was an open question whether we had a Division or not. However, through the untiring energy and devotion of our Chief Conductor and our present Secretary and Treasurer, aided by the members of the Finance Committee, we stand today as firmly founded and as prosperous as a majority of the Division in the Order. Best of all, I believe there is no member of our Division who would wilfully miss a meeting. This matter of attendance on Divisions meetings, by the way, is an old hobby of mine, and I wish I could shout loudly enough for every Brother to hear, "Attend every meeting of your Division." The time for making new vows and turning over new leaves is rapidly approaching, and I earnestly hope every Brother who has been in the least slack about this important matter will commence the new year with a solemn pledge to be faithful in attendance all through '96. If our minds and bodies are to perform their several functions at their best they must be fed, and if we are to do our full duty as members of the O. R. C., it can only be by attending the meetings and keeping fully posted in the work. Paying dues is but a portion of the duty of every member.

The following is a list of officers of our Division for the coming year: M. R. Lowry, C. C.; J. F. Durbin, A. C. C.; I. F. Pratz, S. and T.; C. F. Allen, S. C.; J. E. Miller, J. C.; E. B. Keeling, I. S.; W. G. Landy, O. S.; W. J. Wilken, J. F. Durbin and J. E. Miller, Committee. Total membership, 64.

Business, so far this year, has not been as good as we hoped, but the prospects are good for material improvement immediately after the Holidays.

May THE CONDUCTOR and all its readers have a merry Christmas and happy New Year.

Fort Scott, Kan.

W. J. WILKINS.



Mutual Benefit Insurance.

1 Mutual Accident Insurance—Walking on Track.

Deceased, who was killed in attempting to cross railroad tracks near a station where, with the permission of the company they were commonly crossed by the public, was "walking or being on the road bed," within the meaning of a policy providing that, for injuries received while walking or being on the road bed of any railway, the beneficiary shall be entitled only to the death loss provided in the classification for railway employees.

Keene vs. New England Mut. Benefit Assn., Mass. S. J. C., June 28, 1895.

Foreign Association—Right to Sue—Compliance with State Laws.

A foreign mutual benefit society which has failed to comply with the laws of the state, and is therefore forbidden, under penalty (1 How. Ann. St., Sec. 4225), to do business in the state, cannot sue under 2 How. Ann. St., Sec. 8136, to recover from its agent money assessed against its members and collected by him in the state, which was voluntarily paid by such members to defendant agent, for the use of the company, as the claim "arose out of" forbidden acts, within the statute. The company must show itself to be within the law before it can sue.

People's Mut. Ben. Society vs. Lester, Mich. S. C., July 2, 1895.

Suicide as a Defense—Burden of Proof—Jury Evidence.

1. In an action upon a mutual benefit policy, where the defense set up is suicide, the burden of proving it is upon the party alleging it, if there is no concessions on the part of the other party that the insured came to his death by any other than a natural cause.

2. Ordinarily the love of life is a sufficient inducement for its preservation, and, in absence of proof that death resulted from other than natural causes, suicide will not be presumed.

3. Where there is any evidence reasonably bearing upon the points of accident, mistake, or suicide, the question is one for the jury.

4. Evidence in the case bearing upon the question of suicidal intent on the part of the insured considered, and

Held, Sufficient to require the trial court to have submitted it to the jury. For a failure to do this, the judgment in favor of plaintiff is reversed.

Hale vs. Life, etc., Benefit Assn., Minn. S. C., July 2, 1895.

Misstatement as to Health—When Immaterial.

A false statement by the insured as to the then state of his health, made while the certificate was in force, under the mistaken belief that he was obliged to make a statement to reinstate the certificate, does not avoid it.

Bridge vs. National Life and Ben. Assn., N. Y. S. C., May 23, 1895.

Forfeiture—Waiver of Custom of Treasurer.

A mutual benefit association waives its right to declare a forfeiture of a certificate of a member after his death for non-payment of assessment, where it has permitted such member to be delinquent before, and has made subsequent assessments against him, and accepts the assessment of another member, also delinquent, sent in the same letter with that of the decedent, after the latter's death.

Railway Pass. & F. C. Mut. Aid Ass'n. vs. Swartz, Ill. App. Ct., 54 App. 445.

Railroad Relief Association—Application for Membership—Relationship of Beneficiary—False Statement.

1. Where an application for membership in the "Relief Feature" of a railroad company makes answers to questions therein warranties, the "truth whereof shall be a condition of payment of the benefits," and limits the beneficiaries that can be named by the applicant to his wife

and children, if married, and his father and mother, if single, a false declaration by an applicant that a person whom he names is his wife vitiates the contract.

2. No person can sue on a certificate of membership of a mutual benefit association, except the beneficiary named in the certificate.

Smith vs. Baltimore & O. Ry. Co.'s Ass'n., Md. Ct. of App., July 18, 1895.

Common Carriers—Train Device.

Ejection of Passenger—Evidence—Rule of Company.

1. In an action against a railroad company for the forcible ejection of a passenger from one of its trains by a conductor, where the defense was that plaintiff was intoxicated and used indecent language.

Held, That the defendant company was not prejudiced by the erroneous exclusion of a rule of the company requiring conductors to see that order is preserved in its cars, where the court charged that it was the duty of the company to see that no person on his train conducted himself improperly, and that it is the duty of the company to maintain order on its train, and eject a passenger by force, if necessary, for that purpose. Judgment for plaintiff affirmed.

O'Laughlin vs. Boston & M. R. R., Mass. S. J. C., June 21, 1895.

Negligence of Passenger Standing on Steps of Train—Conductor's Evidence.

The plaintiff was a passenger upon the defendant's railway train, and as it was approaching the station at a dangerous rate of speed, he went, in anticipation of its stopping, and for the purpose of being ready to get off when he did stop, upon the platform of the car, and stood upon the steps thereof, and was thrown therefrom by a sudden jerk of the train, which, instead of stopping, increased its speed when opposite the station. There was no evidence of any necessity for him to assume such position, or invitation, express or implied by the defendant's agents in charge of the train for him to do so, the conductor denied having told him he could easily alight when the train slowed up.

Held, That he was guilty of contributory negligence, and as a matter of law, he could not recover for an injury received in such a way, even if the conductor had told him he could alight in safety, as the attempting to leave a rapidly moving train is not the act of a reasonably prudent man.

Scheiber vs. Chicago, St. P. & M. & O. Ry. Co., Minn. S. C., June 28, 1895.

Ejection of Passenger—Ticket—Sale—Date.

1. A person who gets a ticket on his promise to the agent to pay therefor on his return, there not being time to pay before the starting of the train, and who thereafter makes such payment, is to be treated as the purchaser of the ticket in an action for ejection from the train.

2. As between a person who buys a ticket bearing a date prior to the purchase, and the company, he is entitled to passage on the date of purchase under the provisions thereon, "continuous passage within one day of date of sale."

3. Where a ticket is presented on the day of purchase, but the conductor refuses to accept because it bears a prior date, which, if the true date of the sale, would not entitle him to passage, he may refuse to pay or get off, and, being forcibly ejected, may recover therefor.

4. The fact that the passenger, though claiming his right to passage on his ticket, offered to pay the regular fare, refusing only to pay the extra charges on trains, does not prevent his recovery for ejection, his offer not having been accepted by the conductor.

Elsworth vs. Chic., B. & Q. Ry. Co., Iowa S. C., June 28, 1895.

Injury to Passenger—Degree of Care—Baggage Car.

1. Plaintiff was obliged to ride in a baggage car, and in consequence thereof, was violently shaken up and injured.

Held, It was proper to refuse a prayer which instituted a comparison between the injuries complained of and those to which plaintiff would have been liable if carried in a passenger coach.

2. A conductor in charge of a train must use all the means at his command for the purpose of enabling him to use a passenger coach before he and his company will be excused for compelling passengers to ride in a baggage car.

Baltimore P. & R. Co. vs. Swann, et al., Md. C. of App., June 18, 1895.

Fraternal Insurance—Proof of Death—Evidence—Age—Church Record.

1. Where the laws of a fraternal society provide that "further proofs may be required if deemed necessary by the supreme commander," the society cannot demand further proof of loss, after the usual proof has been made, unless the supreme commander personally "deems" it necessary.

2. Certificates of baptism and marriage, copies of a parish register, void of evidences of authenticity, are not admissible on the question of the age of the person named in the certificate

3. In an action on a benefit certificate which was made payable to plaintiff when issued, and the beneficiary of which could not be changed by the assured by will or otherwise, the declarations of the assured, after the certificate was issued, that she had misrepresented her age, are not admissible.

Tessman vs. S. P. Commandery of United Friends, Mich. S. C., Dec. 18, 1894.

Carriers—Assault on Passenger—Excessive Damages.

1. The contract of a carrier with a passenger requires the carrier to protect the passenger against interference or injury arising from the negligence or wilful misconduct of its servants while engaged in performing the duties which the carrier owes to the passenger; and, where a passenger is unjustly assaulted and beaten by an employe who owed him the duty of protection, the railroad company is responsible for his acts and liable for the injury suffered.

2. A railroad company is liable for an illegal arrest and the false imprisonment of a passenger caused to be made by the conductor in charge of the train on which the passenger was riding while acting in the line of his employment.

3. Held that the damages, \$3,000, are not so excessive as to warrant a reversal.

Atchison, T. & S. F. Ry. Co. vs. Henry, Kans. S. C., Oct. 5, 1895.

Common Carriers—Ejection of Passenger—Duty of Conductor.

1. The use of indecent or profane language in a railway car is a breach of the peace, and the conductor may immediately arrest any person guilty of such breach and hold him until a warrant can be obtained; or he can be placed in custody of proper officers of the law; or the conductor may remove a person guilty of such breach from the car.

2. If, in a car filled with passengers, nearly one-half of whom are ladies, a man in earnest conversation undertakes to emphasize his statements, as some men are apt to do, by saying: "By God," it is so, or "By God," it is not so, the law makes it the duty of the conductor to check him; and, if the latter denies his guilt, and, upon being assured by the conductor that he was guilty, flies into a passion, and calls the conductor a "damned liar," he may rightfully be removed from the car; not as a punishment for the insult to the conductor or as an individual, but to vindicate the authority of the law, which forbids the use of such language in a street car, or any other public place, where women and children have a right to be.

Robinson vs. Rockland, etc., Ry. Co., Maine S. C., Sept. 9, 1895.

Injury to Passenger—Contributory Negligence—Intention of Conductor.

1. It is the obvious duty of a railroad conductor to stop his train at a station a sufficient length of time to give all passengers desiring to stop a reasonable opportunity to alight with safety. But the failure of a conductor to stop his train at a station as he ought to do, or stop it for a sufficient length of time, does not justify a passenger in leaving a moving train. His proper course is to be carried on until the train stops, and if he sustains pecuniary loss from being carried beyond his station, his remedy lies in an action for damages.

2. It is an established rule of law that, in the absence of anything to create excitement or cause alarm, the attempt to leave a car while in motion, by jumping from the steps thereof to the platform of a station, is *prima facie* evidence of negligence on the part of the passenger.

3. Under such circumstances, in suggesting that the passenger should "jump with the train," or not "jump sideways," *Held*, that it was plainly the intention of the conductor not to advise the passenger to leave the train, but to remind him of the safest method of doing so, if he was resolved upon making the attempt.

McDonald vs. Boston & M. R. R. Co., Maine S. J. C., Sept. 2, 1895.

Injury to Servant—Contributory Negligence.

1. Where a complaint against a railroad company for personal injury alleges that he was a conductor on a freight train on appellant's road; that while engaged in making up a work train he was injured by the tail gate of a defective car falling on him; that while in the line of duty he jumped on the brake beam of an engine, to couple it while chasing such car while running down grade, to prevent the car from colliding with one at rest further down the track, in which there were men, and also a general averment of freedom from contributory negligence; *Held*, that a demurrer on the ground that the complaint shows that the conductor was performing duty not in his line and therefore, contributory negligence on its face, was properly overruled and a judgment in favor of appellee is sufficiently sustained by the evidence.

Evansville R. & Ry. Co., vs. Malott, Ind. App. C., Oct. 10, 1895.



Beautiful in blue and gold and white cover comes the December *Midland*. This middle-western magazine (Des Moines, Iowa,) brilliantly closes its fourth volume and second year. Its articles are all interesting—and that's more than can be said of many a more pretentious magazine. Its fiction department is a surprise—no commonplace tales, no brilliant nothings; but strong, realistic stories instinct with life. Two Christmas stories and several illustrated Christmas poems supply the sentiment of this number. Our midland readers are putting the *Midland Monthly* magazine at the head of their list for '96. This December number is free to all 1896 subscribers as long as the edition lasts.

With the December issue, *The Arena* is reduced in price to 25 cents per copy, and to \$3.00 per year, but this reduction in price is accompanied by no diminution in the excellence of this great liberal, progressive and reformative review; indeed, this issue is exceptionally strong.

Among the eminent thinkers who contribute to the 176 pages which go to make up the body of the magazine are Prof. Richard T. Ely, Justice Walter Clark, L. L. D., Rev. Minot J. Savage, Rev. Edward Everett Hale, Frank B. Sanborn, Rev. John W. Chadwick, Henry Gaullier, Prof. Geo. D. Herron, Prof. Frank Parsons, Prof. Joseph Rhodes Buchanan, Helen H. Gardener, and Will Allen Dromgoole. The last named opens a serial of Tennessee life, which promises to be intensely interesting, and which will run during the next six issues of *The Arena*. Besides the 176 pages which make up the body of the magazine, there are Editorial Notes and The World of Books, which prove of special interest to a large majority of our readers—all making more than two hundred pages of reading matter.

The working out of the contrast afforded by congress and parliament is singular. Whilst congress cannot touch an outwork of the constitution on which their national government is founded, in Westminster three unanimous members of parliament might, in the space of five or ten

minutes, pass a bill for the abolition of the monarchy, through all its stages, the speaker sitting powerless in his chair; on the other hand congress can scatter the dollars of the nation broadcast over the land and sea, though all the whole 670 of the house of commons in parliament assembled could not vote away a single shilling of the public money, unless they were assured that the queen sanctioned the outlay; and if, that assurance having been vouchsafed to them, they sought to pass the 1 shilling appropriation bill through more than a single stage per sitting, the speaker would promptly interpose his veto.—From "The House of Representatives and the House of Commons," by Sir Reginald F. D. Palgrave, K. C. B. in *North American Review for December*.

Two very important facts in connection with the new era of magazines are illustrated in the December *Cosmopolitan*. Its fiction is by Stevenson, the last story written before his death, "Ouida," Sarah Grand, Zangwill, and the beginning of James Lane Allen's new Kentucky realistic story, "Butterflies." Probably no stronger array of fiction has ever been presented in any magazine—money could not buy better. Nor has any magazine ever had a larger number of really distinguished artists engaged upon the illustration of a single number. The reader might be puzzled to know how such a number can be made at the price of 10 cents. But the magazine itself affords the solution. It contains 139 pages of advertising, which, as the publishers announce, is from \$4,000 to \$8,000 more net cash advertising than was ever before printed in any magazine, of any kind, and in any country. It breaks the world's record in the publishing business. Moreover, the cost of the artists and authors who appear in this number is divided amongst 400,000 copies, bringing the cost per copy proportionately low. The *Cosmopolitan* thinks that the 10-cent magazine, bringing as it does, the best in art and literature into all classes, is an educational movement second in importance only to that of the public schools.

Most people suppose "Annie Laurie" to be a creation of the songwriter's fancy, or perhaps some Scotch peasant girl, like Highland Mary and most of the heroines of Robert Burns. In either case they are mistaken. Annie Laurie was "born in the purple," so to speak, at Maxwellton House, in the beautiful glen of the Cairn—Glencairn. Her home was in the heart of the most pastorally lovely of Scottish shires—that of Dumfries. Her birth is thus set down by her father, in what is called the "Barjorg MS.": "At the pleasure of the Almighty God, my daughter Annie Laurie was borne upon the 16th day of December, 1682 years, about six o'clock in the morning, and was baptized by Mr. George ——— minister of Glencairn." Her father was Sir Robert Laurie, first baronet, and her mother was Jean Riddell. Maxwellton House was originally the castle of the earls of Glencairn. It was bought in 1611 by Stephen Laurie, the founder of the Laurie family. Stephen was a Dumfries merchant. The castle was a turreted building. In it Annie Laurie was born—Frank Pope Humphrey, in *McClure's Magazine* for December.

There was once a person who confessed to a constitutional disposition to save in his Christmas expenditures at the expense of those who were the nearest to him, and for whom his regard was the most natural and obvious. He spent his money without compunction on servants and children and people poorer than himself, who had a claim on him, feeling that gifts to them were necessities which it would be painful to him to go without. It is recommended not to suffer Christmas to degenerate too far into a mere swapping of merchandise among relatives. It is well to get some new life into it every year; to avoid too cut-and-dried an exchange of expected presents, and to rejoice the hearts, or at least the self esteem, of some persons who did not know until your gifts came to them that you had it in your heart to send them. Such unlooked-for Christmas presents are apt to be the ones that produce the liveliest emotions. They may be the merest trifles, but the news of a continuing affection which they bring is all the more gratifying, and all the more proper for Christmas because it is news.—From "The Point of View" in the Christmas *Scribner's*.

There were a great many people coming and going that day at the house of the wise rabbi Isaac Ben Nassur. They were not all Cana people by

any means. The bridal feast was spread in the large front room opening upon the porch, and all who had a right to enter were welcomed heartily. Food was plentifully provided, but the merriest hour of each day would be after sunset, when the day's work being done, all the invited guests would come.

The bridegroom was continually present, to receive congratulations and good wishes. With him were several young men of his more intimate friends; but decidedly the most important figure in that room was Isaac himself. As master of the house and as ruler of the feast, he sat at the head of the long table provided for the occasion. His dress was as simple as ever, but it seemed to have undergone a change, he wore it with so grand an air. He appeared to be happy, and he received great respect from the throng of people who came to congratulate him upon the marriage of his son. So the marriage feast went on until the midday was past and the shadows began to lengthen in the streets of Cana.—"The Swordmaker's Son," by W. O. Stoddard, in December *St. Nicholas*.

No one has touched the secret of music more closely than Charles Kingsley. "Music," he says, "goes on certain laws and rules. Man did not make the laws of music; he has only found them out, and if he be self-willed and break them there is an end of music instantly. Music is a pattern and type of heaven, and of the everlasting life of God which perfect spirits live in heaven—a life of melody and order in themselves; a life in harmony with each other and with God." This goes down to the bottom of the subject; music is that obedience to law which secures order, harmony, oneness and sympathy, the realization of which is heaven. Kingsley does not here speak so much as a preacher as a student of natural science. The point at which the harmonies of the external world touch the corresponding moral chords of our inner nature is a mystery; it is a part of the greater question of the relation of sensation to consciousness. We only know that harmonies of sound touch the mind and suggest a moral harmony. So true is this that all these masters of thought whom I am quoting do not hesitate to name the result as heaven, by which they do not mean any place, nor any fulfilment of earthly expectation, nor any here nor there, but a moral condition which is the outcome of obedience to laws.—"Music, Heavenly Maid," by T. T. Munger, in December *Century*.

The Secretary of Division 141 desires the address of Brother H. A. Dutton.

Brother John Fanning, of Division 57, will confer a favor by opening up a correspondence with his Secretary at once.

It will be much easier for us if the Brothers in ordering change of address will please give their Division number.

Will anyone knowing the address of Brother H. N. Colbert please send it to H. A. Smith, Secretary of Division 339, Washington, Ind.

Brothers R. S. Colton, C. A. Clinton, and J. P. Mulligan, of Division 127, will confer a favor by sending their addresses to their Secretary, Brother J. A. Hollister.

The Secretary of Division 249 is very anxious to learn the whereabouts of C. U. Blood, a former member of that Division. Anyone sending this information to 249 will confer a favor.

At a recent meeting of Division 170 feeling resolutions of sympathy with Brother J. P. Ancker in the death of his beloved wife, were adopted. Notice of the death of Mrs. Ancker was given in the October number of THE CONDUCTOR.

Anyone knowing the present address of John C. Calhoun, once an employe of the Wisconsin Central, and later running out of Birmingham, Ala., will confer a favor by sending it to Brother C. R. Phillips, Secretary and Treasurer of Division 211, Stevens Point, Wis.

Mrs. S. H. Stevens, of Forrest, Ill., in acknowledging the payment of benefit due her from our Benefit Department, says: "I have been so kindly and fairly treated in this matter that I take great pleasure in recommending the Insurance Department, and feel that no Conductor should be without insurance."

Denver Division 23, L. A. to O. R. C., has had a die made of the official pin of the Auxiliary and are now prepared to furnish the same, in solid gold only, to other Divisions. Mrs. J. H. Moore, Grand President, is wearing the first one made. For further particulars address Mrs. W. W. Hinckley, 754 Highland avenue, Denver, or Mrs. E. C. Gilmore, 827 Thirty-first street, Denver.

Official Circular No. 1, issued by President Munn, of the Kaslo & Slocan Railway Company, which is located in British Columbia, advises that Brother W. H. McGraw, of Division 178, as superintendent, will be in charge of operating and maintenance. This is merited recognition of Brother McGraw's ability and there is no question but that he will make a success in his official position. He certainly has our best wishes.

In 1889 or 1890 John F. Gilmore, a locomotive engineer, started from Port Limon, Costa Rica, with a party of railroad men, to sail up the coast to Bluefields, Nicaragua. They were shipwrecked on the coast and started to walk through the woods to the railroad track. Mr. Gilmore has never been heard of since. A Conductor Brown was in the party. If this meets the eye of anyone who was in the party, will they please send a letter with all particulars possible to his son, John F. Gilmore, at Olathe, Kansas. Gilmore had been working for the Costa Rica Railroad prior to going on this trip.

The benefit supper at the parlors of the Presbyterian Church Saturday evening was a grand success. It was under the auspices of the L. A. to O. R. C., and was for the benefit of E. H. Belknap, who has been sick so long. The dining room was a scene of beauty. Mrs. Belknap was escorted from her room to the church late in the afternoon and she expressed great pleasure at the charming sight. On each side of the room there were three tables, and they were decorated in red, white and green, the railroad colors. Each of the

tables showed floral decorations of chrysanthemums, carnations and smilax and appeared lovely.

The attendance must have been a surprise even to the O. R. C. ladies. Everybody seems to have been inspired with a desire to help on the good work. The people came in by the hundreds and the very liberal supply of provisions the ladies had provided proved inadequate and more had to be sent for. It was a beautiful exhibition of public sympathy for a worthy citizen, whose misfortune all deplored.—*Galesburg (Ill.) Republican-Register*.

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The Des Moines *Daily News* has solved the problem of placing a first-class condensed daily paper within the reach of all. The regular price of the *Daily News* is \$2 a year, but until January 1, 1896, any person can take it at \$1 a year, cash in advance. Only yearly subscriptions taken at this rate. Present subscribers can extend their subscriptions one year for \$1, up to January 1. Thus, for \$1 you can have a daily paper during the coming legislature and throughout the presidential campaign. No such offer was ever made before. The *News* gives absolutely all the news of the day in condensed form.

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This is peculiarly the season of entertainments, and the editor has been honored with invitations to a number of social gatherings, the receipt of which he wishes hereby to acknowledge, and at the same time to express his regrets that it is impossible for him to take advantage of any of them. First there was the sixth annual ball of Omaha Division No. 126, held November 21, last. On the 15th inst. occurs the annual reunion of Division 40, which is always so well attended and occasions so much enjoyment that its recurrence is looked forward to with the most pleasurable anticipations by all who are permitted to participate. The annual ball of Division 106 will be given on the evening of the 18th inst., while Barker Division No. 213 will celebrate in the same way on New Year's Eve. Victory Division, No 69, L. A. to O. R. C., will open the Holidays with a ball on Christmas night, which promises to be one of the most brilliant society functions of the year for their city. We also wish to acknowledge the receipt of invitations to attend the reception, ball and banquet to be given by the Trades and Labor Unions of New York City and vicinity in honor of the delegates to the Fifteenth Annual Convention of the American Federation of Labor on the evening of the 11th inst.

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If you are in the habit of remitting your assessments to the Grand Secretary by express or post office money orders, and if you continue that practice, this is not meant for you, but if you are

habit of sending money through the mails or by express, we wish to call your attention to the fact that you save little or nothing and that you take considerable risk, even beyond that involved in the loss of the remittance, as there is a possibility that your membership might lapse on account of its loss. If you buy an express or post office money order or bank draft, you get something that is a matter of record, something which absolutely insures your remittance, and something which can be duplicated. If it is lost in the mails you can readily show by official record that you purchased the same in time to make your payment within the limit fixed by law; you can secure duplicate and cannot sustain any loss. Don't take any chances.

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"By far the most interesting ruins on the coast were those we found near Nachvack Bay.

"The main entrance had been formed by setting upon end the lower jawbones of a whale. This led into a broad passageway, from which smaller ones branched at irregular intervals, and which terminated at the various family apartments, or habitations. Whales' bones entered largely into the construction of the whole, no other material having been used for supports. Nachvack is far beyond the northern tree limit of the coast, and these were, doubtless, the best substitute for timber which could be procured. The vertebrae of whales had been used as stools and for various other purposes; the framework of kayaks and komatiks, skin boats and sledges were of bone and horn; the weapons and implements were of stone, bone, horn and ivory. Enough of these were present to have filled a ship, but not a scrap of iron or other metal could be found."—*Outing for December*.

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It now seems probable the administration will make another issue of bonds on account of the diminishing stock of gold in the treasury. It is certainly to be hoped that congress can devise some financial relief which will obviate the deplorable necessity of these frequent additions to the nation's bonded debt. As we have more than once pointed out, the principal difficulty has grown out of a lack of current revenue sufficient to meet current expenses. With a good and ample income, it would be comparatively easy for the secretary of the treasury to keep up his desired stock of gold. An increase in the internal revenue tax on beer, and one or two other expedients of that kind, would provide a sufficient revenue. The country will hardly thank the Republican party if congress should attempt to throw the tariff question wide open again. Stability is the condition that our business interests most urgently require.—*Review of Reviews*.



This man, under the name of Edward Wheeler, together with several others was arrested at St. Louis, Mo., last spring, charged with counterfeiting our Division cards. Ample evidence of his guilt was found on him and he was indicted for forgery by the grand jury. His trial has been postponed several times, but is expected to occur soon. Since his arrest he has shaved off his moustache, but this is a good likeness of him.

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"Tales of an Engineer and Rhymes of the Rail," written by Cy. Warman, is a collection of intensely interesting tales and poems by this gifted writer, who was for many years a practical engine man. He writes in a manner most entertaining and in which the practical railroad man will recognize his familiarity with those things about which he writes. His descriptions of railroads seen and traveled over by him in his recent visit to Europe and Asia are very instructive and interesting. This book is offered by Charles Scribner's Sons, of New York, at \$1.25 per copy. It is very neatly and handsomely bound. By special arrangement we are able to offer this book as a premium, and will deliver it postpaid to anyone sending us four subscriptions to THE RAILWAY CONDUCTOR, paid for one year in advance.

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Brothers W. A. Coon, of Division 17, and F. M. Sanders, of Division 40, have established a district agency for the Canadian Railway Accident Insurance Company, of Ottawa, at No. 9 Toronto street, Toronto, Ont. They will be very pleased to see any of their old friends at their headquarters, and request that all railway men

visiting Toronto will call and make themselves at home. They will need the services of several solicitors and agents, and propose in that connection to give preference to railway men out of employment. These Brothers have each a wide and pleasant personal acquaintance among our membership, and it is to be hoped that this move may prove a success in every way.

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The annihilation of time has become one of the pastimes of American roads, and the ease with which they have captured all the world's records cannot but be annoying to the English, who have long claimed all kinds of supremacy in these lines. Naturally, the bulk of this work has been done by the older roads of the eastern states, but the far west has not long been content to be eclipsed, and on the 17th of last November the Northwestern and Union Pacific inaugurated a train which cut twelve hours from their time across the continent. It was a wonderful achievement, but was accomplished with an ease which spoke volumes for the perfection of these roads' equipment and the discipline of their men. The Salt Lake Herald of November 20 contained a description of this run from the facile pen of Ray Raymond, which was as full of interest to the reader as the trip must have been to those who were privileged to make it.

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In June last the cigar makers and cigar packers of Detroit inaugurated a strike for the purpose of wiping out the nefarious system of child labor and poorly paid woman's labor in the cigar manufactories of that State. The manufacturers are bound together under a forfeit of \$2,000, to try and break the strike and disrupt the International Cigar Makers' Union. The fact that only four members of the union have gone back on it and their obligation during the several months that this strike has lasted speaks volumes for the loyalty of the men who, in their struggle are entitled to not only sympathy, but practical assistance, from all friends of union labor.

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If Daniel J. Fisher, formerly with the L. & N. Railway at Corbin, Ky., will communicate with John Harris, care of Nicholson Hotel, Nashville, Tenn., he will hear something of much interest to him. If any Brother can hand Brother Harris Mr. Fisher's address, it will be highly appreciated.

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The Secretary of Division No. 7, wishes to correspond with Brother W. A. Wimberly, on business of importance connected with the Order.

THE RAILWAY CONDUCTOR.

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

MUTUAL BENEFIT DEPARTMENT.

Assessments Nos. 303-4; Issued Dec. 1, 1895; Time for payment expires Jan. 31, 1896.

Assessment No. 303 is for death of J. J. Vanderbeek, Nov. 15, 1895; No. 304 is for death of R. F. Richardson, Nov. 15, 1895; and all members whose certificates are dated later than Nov. 14, 1895, are liable for same.

BENEFITS PAID FROM OCT. 21 TO NOV. 20, INCLUSIVE.

Ben. No.	NAME	CAUSE.	Div.	Cert. No.	Series.	FOR	AMT
921	A. E. Burchiel	Mal. dis. bwl	89	2946	A	Death	\$1,000
922	T. W. Johnston	Pistol wound	18	387	A	Death	1,000
923	J. H. Sinclair	Accident	317	1026	B	Death	2,000
924	Thos. McDonald	Loss of right leg	281	3443	A	Dis.	1,000
925	Thos. E. Day	Loss of left leg.	220	1671	B	Dis.	2,000
926	O. E. Parsons	Loss of right arm	60	2853	C	Dis.	6,000
				4142			
928	C. E. Bland	Per. mal. fever	241	1497	A	Death	1,000
929	Ole Hankinson	Consumption	336	3391	A	Death	1,000
930	H. G. Clampitt	R. R. accident	349	3221	C	Death	3,000
931	C. B. Armes	Heart trouble	349	3963	C	Death	3,000
932	M. L. Parks	Loss of legs	147	35	B	Dis.	2,000
933	T. B. House	Apoplexy	135	3201	C	Death	3,000
934	H. Groves	Typhoid fever	325	4426	A	Death	1,000
935	W. B. Baylor	Accident	193	2635	A	Death	1,000
936	O. P. Rolfe	Loss of right leg	122	3940	A	Dis.	1,000
937	R. E. Harris	Pneumonia	105	3134	C	Death	3,000
938	H. G. Messenger	Bright's disease	55	650	C	Death	3,000
939	Geo. Downer	Typhoid fever.	119	376	C	Death	3,000

ALL APPROVED CLAIMS ARE PAID.

NUMBER OF MEMBERS ASSESSED.

Series A, 5,255; Series B, 2,971; Series C, 4,572; Series D, 380; Series E, 69. Amount of assessment Nos. 303-4, \$53,566; total number of members, 13,273

FINANCIAL STATEMENT.

Received on Mortuary Assessments to Oct. 31, 1895.....\$2,118,978 40
 Received on Expense Assessments to Oct. 31, 1895.....50,728 30
 Received on Applications, etc., to Oct. 31, 1895.....31,803 41

\$2,201,510 11

Total amount of benefits paid to Oct. 31, 1895.....\$2,887,867 00
 Expenses paid and assessments returned to Oct. 31, 1895.....73,531 69
 Insurance cash on hand Oct. 31, 1895.....40,111 42

\$2,201,510 11

EXPENSES PAID DURING OCTOBER.

Postage, \$332 50; Incidental, \$9 54; Salaries, \$349.17; Fees returned, \$19; Stationery and Printing, \$190 25; Disability assessments, \$19; Assessments returned, \$10; Legal, \$100; Mail list, \$25. Total, \$952.46.

The above amounts were paid out during the month, but items often cover supplies and work for more than one month

Received on Assessment No. 300 to Nov. 20,.....\$25,587 50
 Received on Assessment No. 301 to Nov. 20,.....13,309 00
 Received on Assessment No. 302 to Nov. 20,.....4,532 00
 Received on Assessment No. 303 to Nov. 20,.....1,737 00

The report of the payment of claims of Brothers J. J. Murphy, Division 254, J. H. Crownshield, Division 143, C. H. Jones, Division 287, and W. L. Jones, Division 103, as made on receipt for assessment 302, was duplicated on receipt for assessment 303 by a clerical error.

M CLANCY, Secretary.



Harris.

Brother R. E. Harris, Secretary and Treasurer of Division 105, died at his home in Meridian, Miss., on the afternoon of October 19, last. He ceased to be one of the most zealous members of his Division, a true friend and Brother in all that the terms can imply, and his death brought an abiding sorrow wherever he had been known. At a subsequent meeting of the Division resolutions were adopted voicing the sense of great loss that has come upon the members and conveying to the members of the family of deceased the deepest sympathy of all.

Thayer.

The ranks of Division 50 have been broken by the death of Brother M. G. Thayer, who was thrown from his train on the Long Island Railroad and instantly killed on the afternoon of November 4. Brother Thayer was held in high regard wherever known, and his untimely death brought a deep and abiding sorrow to a wide circle of friends.

Baylor.

In the death of Brother W. B. Baylor, Division 193 suffers a double bereavement, losing at once an earnest and faithful member and an officer who never failed in the performance of his duties. Deceased came to his death on the night of October 17, last, by falling between the cars. The funeral took place on the afternoon of the following Sunday, under the auspices of the Order, and was largely attended by the members and by the public generally.

Redebaugh.

Died, at Gladstone, Ills., November 6, of lung fever, Cecil, youngest daughter, of Bro. John M. Redebaugh, aged 2 years.

Burt.

Division 41, L. A. to O. R. C., at a recent meeting of that body, passed a set of resolutions condoling with their Sister Burt in the death of her husband.

Renchler.

George S., son of Brother John Renchler, Secretary and Treasurer of Division 12, died of consumption at the home in Scranton, Pa., on November 9, last, aged 25 years. Deceased was a young man of much promise, and his untimely death was a severe blow to his loving parents. They will have the sympathy of all in this great affliction.

Lewis.

Brother J. R. Lewis died, October 24, of bronchial consumption, at the home of his parents near Irwinton, Ga. Brother Lewis was for many years a conductor on the Central Railroad of Georgia, and had won many friends, who join in sympathy with the bereaved parents, brothers and sisters. At a recent meeting of Division 123 resolutions were adopted expressing the sorrow of the members at the death of so faithful a member of the Order.

Mitchell.

Miss Lena M., only daughter of Brother and Mrs. J. T. Mitchell, died November 11, after an illness of seven months; age 14 years and 3 months. Miss Lena was born in Brooks Grove, Livingston county, N. Y., and moved to Hornellsville, with her parents, when 2 years old. The funeral was held from the home, No. 13 Pearl street, November 13, and burial at her birthplace.

Brophy.

On November 8, after a long and lingering sickness, J. R. Brophy breathed his last. Brother Brophy was one of the few old employes who helped build the Union Pacific, where for twenty-seven years, with the exception of two years as sheriff of Albany county, he had faithfully served as conductor. He was always an active member of the Order, and at the time of his death a member of Cheyenne Division 128. He leaves a wife and two daughters to mourn his loss, to whom the members of his Division extend their warmest sympathy.

Vanderbeck.

For the first time since the organization of Division 174 a member has been suddenly taken from its ranks by death. The victim of the destroying angel was Brother John J. Vanderbeck, one of the most zealous and popular members of the Division. In his death the Brothers feel, both as members of the Order and as individuals, that they have met with a loss that cannot be replaced. They join in extending to the sorrowing relatives their heartfelt sympathy in this hour of supreme grief, hoping that grace may be given them from on high to bear up under this, the greatest of life's many burdens. May his soul rest in peace, and may God, in his infinite mercy, give solace to those upon whom the burden of this great grief rests most heavily.

OBITUARY.

Driscoll.

Brother John Driscoll, of Division 227, was killed while switching in the yards at Nampa, Idaho, on November 3, last. The accident was caused by trying to step on the brake beam of the tender as the engine was backing toward him. In some way his foot slipped in making the step and he fell under the wheels to be crushed to death. If anything could add to the sadness of such a life-ending it was the fact that Brother Driscoll has been married but a few weeks. The sympathy of the entire Order will go out to the young wife and all will hope that strength may be given her to bear up under this overwhelming sorrow.

Gibson.

Willie, the eldest son of Brother W. E. S. Gibson, Secretary and Treasurer of Division 97, died at the family residence in Roodhouse, Ill., November 14, last, aged 12 years. Despite his youth, little Willie already gave promise of a rich manhood, and his many sterling traits of character had won for him a host of friends, whose sympathy with the bereaved parents was all the deeper for their knowledge of their loss. The funeral was held November 15 and was attended by a large concourse of sorrowing friends.

Richardson.

The members of Rochester Division have been called upon to mourn the loss of a worthy Brother and true friend in the person of E. A. Richardson. At a recent meeting of the Division resolutions were adopted conveying their sympathy to the members of the bereaved family. A vote of thanks was also extended Mr. Goold, assistant superintendent of the N. Y. C. & H. R. R., for his kindness in placing a special coach at the disposal of the family, members of the Order, and friends, from Rochester to Syracuse and return; also to the members of Divisions 43 and 155 for the many brotherly courtesies extended.

Kennedy.

Brother W. D. Kennedy, of Division 208,

died at the family residence in Charleston, S. C., on the 16th of November, last. Deceased was not only the oldest conductor in point of service on the S. C. & G. R. R., but was among the oldest, if not the oldest, in the United States, having been promoted to the position of conductor on the South Carolina road just forty years before his death. His service since 1855 was continuous, and during that long period he grew in the estimation of his employers, the traveling public and those who were bound to him by fraternal ties, until at the time of his death few men in the south were more widely known or more highly regarded. The sincere regret with which the announcement of his demise was everywhere received spoke louder than any mere words of the exalted character of the man and of his worth as a public servant.

McGoffin.

At a regular meeting of Division 303, held on the 17th ult., resolutions were adopted giving public expression to the regret of the members over the death of Brother John McGoffin, and assuring the mourning family of their sympathy in the great loss which had come to them.

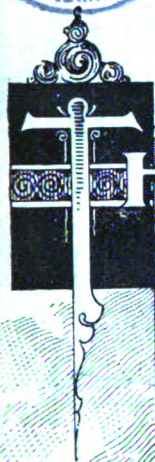
Herron.

The charter of Deer Lick Division is draped in mourning for the death of Brother J. M. Herron, who was killed in the discharge of his duty at Chicago Junction, Ohio, on the 1st of September, last. Brother Herron was working in the yards at the time and inadvertently stepped in front of a passing engine, being instantly killed. Although but 31 years of age deceased had been in the employ of the B. & O. for twelve years and was one of its most trusted employees. A devoted husband and a loyal Brother, his death brought an abiding sorrow to a wide circle outside the immediate relatives and friends. The funeral was held under the auspices of the Masonic order and was attended by a large number of the O. R. C. and other railroad organizations.

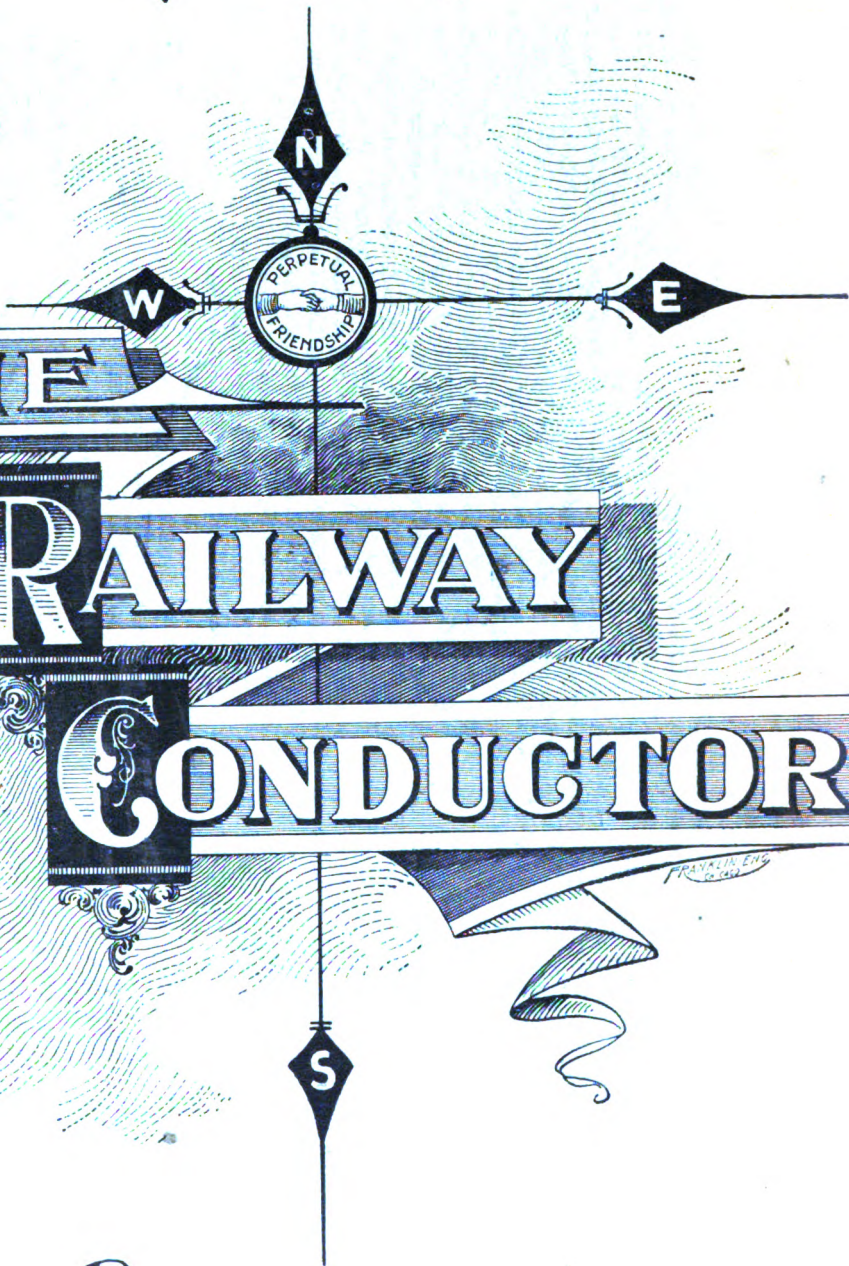
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JANUARY, 1895

Vol. XII.



THE RAILWAY CONDUCTOR



PUBLISHED BY THE
ORDER OF RAILWAY CONDUCTORS

GEDAR RAPIDS, IOWA.

GEO. WESTINGHOUSE, Jr., President.
T. W. WELSH, Superintendent.

JOHN CALDWELL, Treasurer.
W. W. CARD Secretary.

H. H. WESTINGHOUSE, General Manager

THE
Westinghouse Air Brake Company,

PITTSBURGH, PA., U. S. A.

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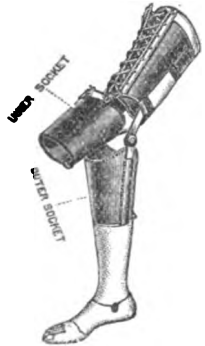
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Names in FULL FACE type are Cipher Correspondents.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Chicago No. 1, Chicago, Ill.	C. C., Wm. Kilpatrick , 166 Park ave. Sec., J. H. Penfield, 849 72nd Place	First and Third Sundays, 10:30 a. m. 83 Madison st., opp. McVicker theatre
Buffalo No. 2, Buffalo, N. Y.	C. C., J. V. Conley, 316 Orlando st. Sec., A. Keating, 458 So. Division st. H. S. Chapman , 71 Prospect st., Lockport.	First, second and fourth Sunday, 2:00 p. m., over 120 E. Seneca street
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Marshall No. 4, Marshalltown, Ia.	C. C., Chet Agan, 411 South 4th st. Sec., H. McFarlane, 103 S. First st. F. M. Landon , 311 south 4th st.	First and Third Sundays, 7:00 p. m. I. O. O. F. Hall, over 1st Nat. Bank
Collins No. 5, Baltimore, Md.	C. C., H. Long , 1135 Mount st. Sec., R. Stapleton, St. Denis, Md. Thos. J. Henrix	1st and 3d Tuesdays, 8 p. m. s. e. cor. Liberty & Barnet st.
Battle Creek No. 6, Battle Creek, Mich.	C. C., M. D. Strickland. Sec., E. C. Allison, 104 Green st.	Second and Fourth Sundays, 10:30 a. m. Elk's hall, cor. Jeff & Canal st.
Houston No. 7, Houston, Texas.	C. C., J. E. Archer, 1416 Jackson st. Sec., R. M. Hoover, lock box 258. W. J. Hoover .	1st Sunday, 7:30 p. m., 2d, 3d, 4th and 5th Mondays, 2:00 p. m.
Rochester No. 8, Rochester, N. Y.	C. C., J. O. Spelman, 9 Henion Place. Sec., D. E. Phillips , 4 Rundel Park.	Every Sunday, 3:00 p. m. Reynolds Arcade
Elmira No. 9, Elmira, N. Y.	C. C., E. M. LeMunyan, 14 Sutherland ave., Hornells- Sec., T. B. Hewitt, 555 Franklin st. [ville, N. Y. H. C. Hoagland , 614 Park Place.	Second and Fourth Sundays, 3:00 p. m. I. O. O. F. Temple
Southern Tier No. 10, Sayre, Pa.	C. C., J. Gathagan, box 414. Sec., J. J. Gaylord, box 21. W. R. Raymond .	First Thursday 7:30 p. m. and Third Sunday 3 p. m. Richard's hall.
Newton No. 11, Newton, Kas.	C. C., H. A. Woodcock. Sec., A. C. Whitford, 313 w. 7th st. F. J. Berry .	First and Third Sundays, 2:00 p. m. K. of P. Hall.
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Union No. 13, St. Thomas, Ont.	C. C., T. Lowry. Sec., J. Mackenzie, box 887.	Every Sunday, 2:00 p. m. Masonic blk.
Cleveland No. 14, Cleveland, Ohio.	C. C., H. F. Teeters, 72 University st. Sec., C. S. Porter, 108 Maple st. Chris Corlett , 147 Seely ave.	Second and Fourth Sundays, 1:00 p. m. City hall, Superior st.
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London No. 16, London, Ont.	C. C., Wm. Morden, 2 McGarvey Terrace. Sec., Jno. McAniff , 256 Hill st.	First and Third Sundays, 2:30 p. m. K. of P. hall
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Elkhart No. 19, Elkhart, Ind.	C. C., W. O. Anderson , 125 St. Joe st. Sec., J. T. Wishart, 210 St. Joe st.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Garfield No. 20, Collinwood, Ohio.	C. C., S. E. Hughes . Sec., G. Mitchell.	First and Third Tuesday, 2 p. m. I. O. O. F. hal .
Creston No. 21, Creston, Iowa	C. C., J. B. Rutherford, 212 N. Y. ave. Sec., W. E. Cartwright 216 W. Popular st.	Fourth Sunday, 2:30 p. m., 2d Monday 9:30 a. m. G. A. R. hall.
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Sylvania No. 23, Shamokin, Pa.	C. C., E. M. Seitzinger, 230 W. Dewart st. Sec., S E Miller , 024 E. Sunbury st.	First and Third Sundays, 10 a. m. S. of V. Hall, Opera House Block

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Maple City No. 25. Watertown, N. Y.	C. C., O. A. Hine, 3 Arcade street. Sec., P. Redmond, 127 Arsenal st. Ed Stevens , Carthage, N. Y.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows Temple
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Carver No. 28. Atchison, Kas.	C. C., C. V. Fletcher, 300 north 3d st. Sec., W. P. Utley , 711 n 10th st	2d and 4th Sundays, 2:00 p. m. Wellington Hall
Randolph No. 29. Ottawa, Ont.	C. C., D. Hopkins, 63 Cedar st. Sec., H. T. F. Moore , 411 Nepeau st.	Second and Fourth Tuesdays, 2:00 p. m. Masonic Hall
Ozark No. 30. Springfield, Mo.	C. C., S. M. Van Deren, Station A. (held, Mo. Sec., J. L. Litten, 1609 Boonville, Sta. A, Spring- W. R. Breese , Station A.	First and Third Sundays, 2:00 p. m. Cor. 4th & Jefferson sts.
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Boone No. 34. Boone, Iowa.	C. C., F. Champlin. Sec., Wm. L. Butler, bx "A." W. B. Parkin .	First Sunday, 8:00 p. m. Masonic Hall
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Arkansas Valley No. 36. Pueblo, Colo.	C. C., Harry Hart, 926 Currie St., Bessemer, Colo. Sec., Ira Collin, 222 north Main street. C. J. Wilson , Triangle blk.	First and Third Sundays. Artygia Hall, Market st.
Delaware No. 37. Phillipsburg, N. J.	C. C., E. C. Miller. Sec., Samuel Phipps , Box 519.	2d & 4th Sundays. 2:00 p. m. Cor. W. 6th & Walnut
Des Moines No. 38. Des Moines, Iowa.	C. C., E. J. Cavanaugh. Sec., G. G. Phillips , Box 786.	First and Third Sundays, 2:00 p. m. I. O. O. F. Hall
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Central No. 43. East Syracuse, N. Y.	C. C., J. H. Sanders. Sec., C. H. Ames, box 103. E. G. Andrews .	First and Third Sunday, 1:30 p. m. 1543 Champa street.
Denver No. 44. Denver, Colo.	C. C., H. W. Bartlett, 2755 Welton st Sec., C. H. Gardner , 1406 17th st.	First and Third Mondays 7:30 p. m. Odd Fellows Hall
Chapman No. 45. Oneonta, N. Y.	C. C., D. Donovan. Sec., W. C. Gurney, box 133. J. Bedford , 30 south Main st.	First and Third Sundays, 2 p. m. No. 1 Grand avenue.
Milwaukee No. 46. Milwaukee, Wis.	C. C., T. W. Tucker, C. M. & St. P. depot. Sec., E. A. Sims, 391 7th st. W. J. Durbin , 726 Clybourn st.	Second Saturday, 4th Friday, 8:00 p. m. Forrester's Hall, cor. Logan & Main st.
North Star No. 47. Winnipeg, Man.	C. C., Joe Fahey. Sec., D. G. McKay , 136 Bannatyne ave. W. G. Chester , 122 Harriet st.	First and Third Sunday, 2 p. m. Elks Hall, Woodward av. & Larned st.
International No. 48. Detroit, Mich.	C. C., M. C. Beam, 333 19th st. Sec., F. C. Smith , 70 Woodward avenue.	1st and 3d Sundays, 1:00 p. m. Hannah's Hall.
Moberly No. 49. Moberly, Mo.	C. C., W. A. Sams, 624 Culp st. Sec., E. L. Hogan, 122 No. William st. C. G. Copeland , 521 Rollins st.	Second Sunday 2:00 p. m. K. P. Hall. 297 Main st.
Hartford No. 50. Hartford, Conn.	C. C., W. J. Wallace, 47 Brook st. Sec., C. S. Brigham , 161 Capital avenue.	3d Monday alternate months beginning Feb 18; 1st Sunday alternate months beginning Mch 4, 7:30 p. m. I. O. O. F.
Tyrone No. 51. Tyrone, Pa.	C. C., J. S. Benson. Sec., S. C. Cowen, box 124. (Pa. T. S. Minary , 104 Commerce st., Lock Haven.	Second and Fourth Sundays, 2:00 p. m. Engineers' Hall 88 Pike st.
Neversink No. 52. Port Jervis, N. Y.	C. C., M. Conway, Claridon Hotel. Sec., I. B. Cole , 26 Prospect st.	Every Sunday, 2 p. m. I. O. O. F. Hall.
Lone Star No. 53. Denison, Texas	C. C., J. L. Finley, W. Sears st. Sec., E. B. Kollert , Box 327.	2d Sunday, 1:00 p. m. 100 W. 24th st.
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La Crosse No. 61, La Crosse, Wis.	C. C., W. T. Summers. Sec., E. A. Sloane. Jas Gaffey , 926 so. 5th st.	First and Third Sundays, 2:30 p. m. 903 Rose st.
Triumph No. 62, Lyndonville, Vt.	C. C., E. Bigelow. Sec., F. E. Gorham. H. B. Wetherbee , West Lebanon, N. H.	
San Juan No. 63, Durango, Colo.	C. C., W. T. Shirey, box 71. Sec., R. A. Lowe, Box 634. Paul Meredith .	2d and 4th Saturday 8:00 p. m. Odd Fellows Hall.
Erie No. 64, Erie, Pa.	C. C., T. J. Downing, 1509 Chestnut st. Sec., Jas. Harris, 1055 w. 18th st. Dan Scarry , 218 W. 17th st.	First and Third Sundays, 1:30 p. m. B. of L. E. Hall, 1220 State st.
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Pine Tree No. 66, Portland, Maine.	C. C., Chas. B. Pratt, 116 Clark st. Sec., S. S. Cahill, box 1063, Brunswick, Maine. W. Sprague , 36 Spring st., Auburn, Me.	Third Sunday, 10:00 a. m. Rosini Hall.
Waterloo No. 67, Waterloo, Iowa.	C. C., Geo. O. Miller , 119 Manson st. Sec., J. D. Hayes.	Second and Fourth Sundays, 3:00 p. m. A. O. U. W. Hall.
Baraboo No. 68, Baraboo, Wis.	C. C., C. E. Hallisey. W. B. Kendall . Sec., H. L. Bartholomew.	First and Third Mondays, 2:00 p. m. O. R. C. Hall, Y. M. C. A. Building.
El Paso No. 69, El Paso, Texas.	C. C., S. O. Lesser , 710 Mesa ave Sec., W. M. Stockwell.	Every Sunday, 2 p. m. G. A. R. Hall, San Antonio St.
Montezuma No. 70, Las Vegas, N. M.	C. C., Wm. W. Alcott, bx 171, E. Las Vegas. Sec., J. D. Notgrass, E. Las Vegas, N. M. C. Oder , East Las Vegas, N. M.	Every Sunday, 2:00 p. m. K. of P. Hall.
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Henwood No. 74, Decatur, Ills.	C. C., F. W. Willis , 949 E. North st. Sec., Dan O'Brien, 254 So. Union st.	First and Third Sundays, 2:00 p. m. K. of P. Hall.
Mt. Royal No. 75, Montreal, Que.	C. C., E. Mundy, 492 Seigneur st. Sec., H. McMillan, 411 Magdalen st. P. Connor , 72 Knox st.	Second and last Tuesday, 1:00 p. m. St. Charles club house. Pt. St. Charles.
San Antonio No. 76, San Antonio, Texas.	C. C., J. Bollons , 320 Nolan st. Sec., W. A. Shafer, box 313.	Every Saturday, 3:00 p. m. K. of P. Hall.
Palestine No. 77, Palestine, Texas.	C. C., F. E. Denison. Sec., B. F. Blount, box 65. W. C. Galloway .	Every Saturday 7:30 p. m. O. R. C. Hall.
Robinson No. 78, Savanna, Ills.	C. C., A. W. Sims , lock box 78. Sec., M. D. Downs.	Second Monday & Fourth Sunday 2:00 p. m. O. R. C. Hall.
Peoria No. 79, Peoria, Ills.	C. C., G. W. Hemphill, 301 so. Bourland st. Sec., J. R. Nelson , 317 Morgan st.	Second and 4th Sundays, 10:00 a. m. Castle Hall, 5th floor Observatory bd'g
West Farnham No. 80, Farnham, P. Q.	C. C., T. G. Martyn, bx 35, Newport, Vt. Sec., H. W. Cutter, box 276, Farnham, P. Q. H. Wallace .	Third Sunday 9:30 a. m. I. O. O. F. Hall.
Friendship No. 81, Beardstown, Ills.	C. C., C. Ireland, box 132. Sec., G. S. Canann, box 581. C. C. Parker	Second and Fourth Sunday, 2:00 p. m.
Durbin No. 82, Madison, Wis.	C. C., G. E. Willett, 348 w main st. Sec., Jerry Mullen , 405 W. Washington st.	Second and Fourth Sundays.
Galesburg No. 83, Galesburg, Ills.	C. C., W. H. Bowling, 665 East Knox st. Sec., C. E. Smith, 708 E. Brooks st. O. N. Marshall , 216 East Ferris st.	Second and Fourth Saturdays, 7:30 p. m. O. R. C. hall, 31 N. Prairie st.
Perry No. 84, Perry, Iowa.	C. C., H. P. Ward, box 621. Sec., W. C. Kelly, box 360. T. C. Welch , box 2.	Second and fourth Sundays, 2:00 p. m. Masonic Hall.
Aztec No. 85, Williams A. T.	C. C., A. S. Coon, Peach Springs, A. T. Sec., C. H. Richardson .	Every Sunday, 2:00 p. m. O. R. C. Hall.
Delta No. 86, Escanaba, Mich.	C. C., R. N. Roberts, 406 Wolcott st. Sec., E. A. Lloyd , box 292.	Second and Fourth Sundays. B. of L. E. Hall.
Bloomington No. 87, Bloomington, Ills.	C. C., J. A. Beck, 203 so. Main st. Sec., J. A. Perry , 902 w. Jefferson st.	Second and last Sundays, 2:00 p. m. I. O. O. F. Hall. Main & Wash. st.
Ennis No. 88, Ennis, Texas	C. C., W. E. Settle. Sec., H. P. Barklay , bx. 122. Ennis, Texas.	
Monon No. 89, Louisville, Ky.	C. C., D. M. Caldwell, 1011½ E. Market at. Sec., C. S. Dodson, 216 E. Oak st. J. G. Harrison , 1342 12th st.	Every Sunday at 9:30 a. m. Fall City Hall. Market st.
Waseca No. 90, Waseca, Minn.	C. C., J. T. Zickrick, 307 Main st., Winona, Minn. Sec., E. S. Gunn, box 34. M. J. Hanson , box 47.	Second and Fourth Sundays, 2:00 p. m. Hall over P. O.
Mt. Hood No. 91, Portland, Ore.	C. C., C. R. Miller. Sam Stewart . Sec., J. M. Poorman, Woodburn, Ore.	Second and Fourth Sundays, 2:00 p. m. Elk's Hall 2d, st Marquam Bld'g.
Terre Haute No. 92, Terre Haute, Ind.	C. C., Joe West, 121 N. 14th st. Sec., W. J. Strang , 674 Wabash ave.	First and Third Sundays, 9:30 a. m. Redmen's hall, 22½ S. Third st.
Ft. Dodge No. 93, Ft. Dodge, Ia.	C. C., J. A. McGonagle, box 1014, Cherokee, Iowa. Sec., Alfred Harrington.	Every Fourth Sunday, 10:00 a. m. Odd Fellow's hall, cor. 6th & Market st.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Geo. C. Cornwall No. 94, Winnemucca, Nev.	C. C., M. T. Coats. Sec., J. Sheehan, bx 231. H. T. Charter.	First and Third Tuesdays each month. 1:00 p. m. Masonic hall.
Harvey No. 95, McCook, Neb.	C. C., M. O. McClure. Sec., W. H. Brown, box 573. C. W. Bronson.	Second and fourth Sundays, 2:00 p. m. Masonic hall.
Belknap No. 96, Aurora, Ill.	C. C., C. D. Judd, 54 Black Hawk st. Sec., W. P. Wadkins, 382 New York st. Thos. Flynn , 279 Grant st.	First and Third Sundays, 3:00 p. m. Main & Broadway, 3d floor.
Roodhouse No. 97, Roodhouse, Ill.	C. C., A. J. Fell. Sec., W. E. S. Gibson , Box 321.	Every Saturday. K. of P. hall. at 7:30 p. m.
Montgomery No. 98, Montgomery, Ala.	C. C., T. H. Mizell, 511 Columbus st. Sec., J. C. Elliott , 325 Catoma st.	Alternate Mondays 3 p. m. I. O. O. F. Commencing June 8, 1893 (hall).
Milbank No. 99, Montevideo, Minn.	C. C., J. B. McAlain . Sec., Chas. R. Aggus.	Second and Fourth Sundays, 10:30 a. m. K. of P. hall.
Hollingsworth No. 100, Columbus, O.	C. C., E. M. Draper . Sec., Chas. Ragon, 38 W. Mound st.	Second and Fourth Sundays I. O. O. F. hall, So. High st.
Mattoon No. 101, Mattoon, Ill.	C. C., E. G. Johnson. Sec., W. W. Simpson , 10 Shelby st.	Meets First and Third Sundays, 1:00 p. m. K. of P. h. hall.
Oatley No. 102, Grand Rapids, Mich.	C. C., J. J. Deem , 143 Scribner st. Sec., Frank G. Bequette, care of station master, Union depot.	First and third Sundays, 10:00 a. m. Pithian Temple, Ionia st.
Indianapolis No. 103, Indianapolis, Ind.	C. C., G. C. Battle, 1088 W. New York st. Sec., H. M. Mounts , 450 Broadway.	First and Third Sundays, 2:00 p. m. Hammond blk. cor. New York st. and Massachusetts ave.
Millard No. 104, Middletown, N. Y.	C. C., A. E. Ludington . Sec., G. F. Close, Prince st. and Grand av.	First Sunday, 2:00 p. m. K. of H. hall.
Ogilvie No. 105, Meridian, Miss.	C. C., K. A. McElroy. Sec., E. E. Harris , 2716 8th st.	Second and Fourth Sundays, 2:00 p. m. Cor Johnson & High st.
Rock Island No. 106, Rock Island, Ill.	C. C., F. W. McKee. Sec., F. A. Bledsoe, 39th st. and 13th ave. G. T. Sewall , box 549, Eldon, Ia.	Every Monday, 9:30 a. m. Reynold's hall, 16th st. & 3d av.
Cincinnati No. 107, Cincinnati, O.	C. C., John A. Conley, Riverside, Ohio. Sec., W. A. Fox, 147 Kenyon ave.	Second and Fourth Sundays, 2:00 p. m. Odd Fellows hall, 6th and Walnut sts.
Crescent City No. 108, New Orleans, La.	C. C., W. Quinn, 161 Carondelet st. Sec., E. M. Moales, 191 Dorgenois st. M. E. Neuhauser , 535 Marais street.	First and Third Mondays, 11:00 a. m. 193 Gravier st.
Crawford No. 109, Galion, Ohio.	C. C., W. S. Brumbaugh. Sec., D. T. Price, Box 894. Robt. Crowley.	First Sunday and third Monday 2:00 p. m.
Logan No. 110, Logansport, Ind.	C. C., Geo. Felker. Sec., H. S. Coats, 2013 Spear st. G. M. Safford.	Every Sunday, 2:00 p. m., third floor, over Progress Clothing Store.
Los Angeles No. 111, Los Angeles, Cali.	C. C., E. T. Haggin, 1729 east First st. Sec., J. W. Benjamin , box 935.	First and Third Saturday, 8:00 p. m. 107½ North Main street.
Centralia No. 112, Centralia, Ill.	C. C., T. J. Wright. Sec., J. E. Davis , 1 box 52.	First and Third Sunday, 2:30 p. m. I. O. O. F. hall.
Bower City No. 113, Janesville, Wis.	C. C., A. E. Rich, 407 Court st. Sec., J. H. Dower, 221 so. Main st. L. M. Thomas , 58 Lincoln st., for C. & N. W.	1st and 3d Sundays, 2:00 p. m. I. O. O. F. Hall, 61 Milwaukee st. west.
R. B. Hawkins No. 114, Pittsburg, Pa.	C. C., John Walters, room 11 Union Station. Sec., G. E. Vance, 1309 11th St., Altoona, Pa Geo. G. Good , room 11, Union Station.	First and third Sundays, 10:00 a. m. U. V. L. Hall, 77 Sixth avenue.
El Capitan No. 115, San Francisco, Cali.	C. C., J. C. Fielding, 3235 Encinal Av., Alameda. Sec., J. T. Marr , 304 E. 11th st. Oakland, Cal.	1st, and 3d Saturday, 8:00 p. m. Washington hall, 35 Eddy st.
Tyler No. 116, Tyler, Texas.	C. C., F. M. Blair, 514 Valentine. Sec., W. J. Wright , 112 no. Boren st.	Second and Fourth Sundays, 2 p. m. B. of L. E. hall, south side square.
Minneapolis No. 117, Minneapolis, Minn.	C. C., C. E. Fitzgerald, 417 E. 8th st. St. Paul. Sec., John H. Pierce , 804 14th av. no.	Second and Fourth Sundays, 2:00 p. m. 55 4th st. So.
Danville No. 118, Danville, Ill.		
Wayne No. 119, Ft. Wayne, Ind.	C. C., Chas. Zeigler, 203 W. Superior. Sec., C. N. Taylor, 86 Wells st. W. C. Smith , 9 north Cass.	2d and 4th Tuesdays, 2 p. m. 106 Calhoun street.
Atlantic No. 120, Huntington, Ind.	C. C., Ed. Sexton, 70 E. Franklin st. Sec., A. C. Abbott, 123 east Washington st. J. J. Heavy , 3 Foust st.	Every Sunday, 2:00 p. m. O. R. C. hall.
Huron No. 121, Huron, S. Dak.	C. C., R. Addington. Sec., M. H. Markey , 419 Beach st.	Second and Fourth Sundays, 9:30 a. m. Masonic hall, 312 Dak. ave.
Boston No. 122, Boston, Mass.	C. C., Frank L. Dunbar, 23 Florence st., Somerville, Mass. Sec., C. D. Baker , 19 Mystic av., Somerville.	Third Sunday, 2:00 p. m, Ancient Landmark hall, 3 Boylston Place.
Macon No. 123, Macon, Ga.	C. C., A. N. Kendrick , Coleman and Carling Aves., Huguenin Heights. Sec., T. K. Hunsaker, Box 425.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall, 614 Cherry st.
Wahsatch No. 124, Ogden, Utah.	C. C., E. S. Crocker, 663 21st st. Sec., J. H. McCoy , box 331.	First and Third Sundays, 1:30 p. m. K. of P. hall, 24th st.
Friendly Hand No. 125, Andrews, Ind.	C. C., G. F. Parkins. Sec., F. W. Wells. J. C. Brinsley.	First and Third Wednesday, and Sec- ond and Fourth Tuesday, 7:30 p. m. Fireman's hall.
Omaha No. 126, Omaha, Neb.	C. C., C. C. Kiser, 24th st. and 8th ave. C. Bluffs, Ia Sec., M. J. Roche , 1436 so. 9th st.	First and Third Sundays, 2:00 p. m. Continental blk., cor 15th and Douglas.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Jay Gould No. 127. Danville, Ill.	C. C., Z. Hamer, 505 E. Main st. Sec., J. A. Hollister , 424 Gilbert st.	
Cheyenne No. 128, Cheyenne, Wyo.	C. C., Wm. E. Storey, 1920 Evans st. Sec., S. H. Becker, 602 E. 19th st. W. A. Mills.	1st, 9th, 17th and 25th of each month. 2 p. m. K. P. hall.
Great Bend No. 129, Great Bend, Pa.	C. C., E. Stack, Halstead, Pa. Sec., Thos. Summerton, box 104. E. F. Wilmoit , Halstead, Pa.	First and Third Sundays, 12:30 p. m. W. J. Day's hall, Main st.
Stadacona No. 130, Quebec, P. Q.	C. C., E. Reynold, 155 St. Famille st. Sec., Eugene	
Little Rock No. 131, Little Rock, Ark.	C. C., L. A. Brown Sec., W. H. J. 8 w 4th st.	Second, and Fourth Sundays, at 2:00 p. m. First and Third Sundays 7:30 p. m. O. R. C. hall, 1000 W. Markham st.
Salida No. 132, Salida, Colo.	C. C., W. P. Dale. Sec., C. L. Shively , box 512.	Second and Fourth Sundays, 10:00 a. m. I. O. O. F. Hall.
Bowling Green No. 133, Bowling Green, Ky.	C. C., J. L. Hockersmith, 1107 Adams st. Sec., Wm. Lewis , 1107 Adams st.	Every Sunday, 9:30 a. m. Wrights hall.
Bellevue No. 134, Bellevue, Ohio	C. C., G. M. Dillon. Sec., L. C. Brown , box 177.	Every Monday, 2:00. K. of P. hall.
Rock City No. 135, Nashville, Tenn.	C. C., T. C. McCutcheon. Sec., W. N. Billings. A. J. Corbitt.	First and third Sunday 1:30 p. m. Nichols Hall, Ash and Cherry sts.
Ashton No. 136, Huntington, W. Va.	C. C., R. H. Williamson , 722 6th av Sec., H. M. Mitchell, 726 6th ave.	First and Third Tuesdays at 7 p. m. Flooding hall, 3d av.
Osawatimie No. 137, Osawatimie, Kans.	C. C., S. E. Riddon , lock box 2. Sec., Geo. L. Hay, lock box 143.	1st and 3d Monday at 7:00 p. m. Workman hall.
Britton No. 138, Garrett, Ind.	C. C., C. D. Hood. Sec., J. H. Barnville, 1 box 44. J. M. Elder , Chicago Junction, O.	Second and Fourth Sundays. O. R. C. hall.
Stanton No. 139, Knoxville, Tenn.	C. C., F. S. Cantwell. Sec., T. E. McLean , 960 Broad st.	1st and 3d Sundays, 1:30 p. m. French and Roberts Bld'g.
New River No. 140, Hinton, W. Va.	C. C., D. H. Hardy. Sec., A. A. Riddleberger. F. L. Cox.	Second and Fourth Sundays, 2:00 p. m.
St. Joseph No. 141, St Joseph, Mo.	C. C., L. F. Eib. Sec., I. N. Miller, 1710 Sacramento st. H. L. Spangler , 1137 LaFayette st	2d and 4th Sundays, 2:00 p. m. A. O. U. W. Hall, cor. 6th and Edmond streets.
Laramie No. 142, Rawlins, Wyo.	C. C., F. A. Tillman. Sec., Harvey Simpson, box 64. L. C. Kelley.	1st & 3d Wednesday, 7:30 p. m. I. O. O. F. hall.
Dauphin No. 143, Harrisburg, Pa.	C. C., S. B. Lego, 303 Colder st. Sec., Geo. I. Wood, 1624 No. Third st. Alex H. Eastright , 531 Peffer st.	First and Third Sunday at 1:00 p. m. Shutzenbaugh's hall, cor. Broad and Fulton sts.
Derry No. 144, Derry Station, Pa.	C. C., Robt. Kern. Sec., R. W. Smith. Jas. A. Berry.	1st & 3d Sunday, 2:00 p. m. Chosen Friend's hall.
Nickle Plate No. 145, Conneaut, O.	C. C., Sec., P. O. Moore. W. E. Bender , box 251.	1st and 3d Wednesdays, 7:30 p. m.; 2d and 4th Wednesdays, 2:00 p. m. G. A. R. hall, Main st.
E. A. Smith No. 146, Fitchburg, Mass.	C. C., John E. Storer, 36 Pacific st. Sec., J. J. Sullivan , 2 Avon place.	First and Third Sunday, 11:30 a. m. G. A. R. hall.
Ira C. Sherry No. 147, Easton, Pa.	C. C., P. Warner, so. Easton. Sec., E. Sunderland , 35 no. warren st.	Second and Fourth Sunday, 2:00 p. m. Drake's Bld'g. S. Third st.
Lookout No. 148, Chattanooga, Tenn.	C. C., W. T. Capehart. Sec., R. B. Stegall , 417 Gillespie st.	First and Third Sunday, 2:00 p. m.
Jackson No. 149, Jackson, Tenn.	C. C., W. N. Harris , 316 E. Main st. Sec., J. E. Barry, 418 S. Market St.	Every Saturday, 7:00 p. m. Elk's hall, Hurt block.
Kincaid No. 150, Utica, N. Y.	C. C., D. O. Walker, 12 Genessee st. Sec., F. E. Tewksbury , 82 Roberts st.	Second Sunday, commencing July 8, 1894, 2:00 p. m. I. O. O. F. hall.
Two Rivers, No. 151, Monett, Mo.	C. C., E. Akers. Sec., D. B. Kingery , lock box 113	
Richmond No. 152, Richmond, Va.	C. C., J. B. Herndon, 920 25th st. Sec., Jas. E. Puller , 1812 E. Broad st.	First Monday, 10:00 a. m., and Third Sunday, 2:00 p. m. I. O. O. F. hall, cor. Franklin & Mayo sts.
Division No. 153, Mauch Chunk, Pa.	C. C., Elmer Mumbower. Sec., D. J. Dugan , box 271, E. Mauch Chunk, Pa.	First and Third Sundays, 2:00 p. m. Odd Fellows Temple.
Binghamton No. 154, Binghamton, N. Y.	C. C., Polk Palmer , Susquehanna, Pa. Sec., J. E. DeKay, 152 Hawley st.	Third Sunday, 3:00 p. m. 103 Court street.
Syracuse No. 155, Syracuse, N. Y.	C. C., G. W. Wood. Sec., Byron Hart , Onondaga Hill, N. Y.	First and Third Sunday, 2:00 p. m. Over D. L. & W. Depot
Pennsylvania No. 156, Carbondale, Pa.	C. C., Spencer Courtright, 38 10 av. Sec., A. C. Lown, 5 Chestnut av. Boyd Case , 16 Dart ave.	First and Third Sundays, 2:00 p. m. Assembly hall, 32 n. Main st.
New England No. 157, Boston, Mass.	C. C., J. C. Royce, box 146, Dedham, Mass. Sec., W. R. Mooney , 32 Washington st., Concord, N. H.	Fourth Sunday 10:30 a. m. Ancient Landmark Hall, 3 Boylston Place
Alexandria No. 158, Alexandria, Va.	C. C., Geo. W. Mays, cor. King and Patrick sts. Sec., C. Mankin , 210 no. Patrick st.	Second and Fourth Sundays, I. O. O. F. hall,
City of Mexico No. 159, City of Mexico, Mexico.	C. C., H. H. Greenleaf, box 256. Sec., W. C. Bradley , box 256.	First and Third Saturdays, 8:30 p. m. I. O. O. F. hall, 2d Calle Independencia No. 3.

THE RAILWAY CONDUCTOR.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Wyoming Valley No. 160, Wilkesbarre, Pa.	C. C., J. H. Baldwin, Kingston, Pa. Sec., J. H. Keithline, 235 South st. P. J. Huddy , box 85, Miners Mills, Pa.	1st & 3 Sunday, 1:30 p. m. Royal Arcanum hall, 5 So. Franklin st.
Parsons No. 161, Parsons, Kans.	C. C., E. L. Green, 1419 Forest ave. Sec., A. O. Brown, 1600 Forrest ave. W. K. Maxwell , 1526 Morgan ave.	Every Thursday 7:30 p. m. I. O. O. F. hall.
West Philadelphia No. 162, Philadelphia, Pa.	C. C., J. M. Matthews, 870 No. 40th st. Sec., W. J. Maxwell , 144 Highland avenue, Chestnut Hill, Philadelphia	2d Thursday, 8:00 p. m.; 4th Sunday, 2:00 p. m., commencing Aug. 1. Dental hall, N. E. cor 13th & Arch sts.
Oil City No. 163, Oil City, Pa.	C. C., T. F. Caldwell Sec., P. O. Briggs , 316 Plumer st.	First Sunday, 2:30 p. m. G. A. R. hall.
Eagle Grove No. 164, Eagle Grove, Ia.	C. C., Jas. Sterling , box 822. Sec., W. R. Hammond, lock box 835.	Second and Fourth Sundays, 2:00 p. m. K. of P. hall.
Ft. Scott No. 165, Ft. Scott, Kans.	C. C., H. Cummingore, 1k, box 226. Sec., U. G. Marvel, 1024 E. Wall st. J. A. Slaght , 24 so. Little st.	1st Sunday and 3d Monday at 1 p. m. I. O. O. F. hall, 10 Scott avenue.
Licking No. 166, Newark, Ohio.	C. C., S. F. Moore , 33 Clinton st. Sec., Grant Ferguson, 47 Buena Vista st.	First and third Sunday, 1:30 p. m. O. R. C. Hall, 17½ S. Side Pub. Sq.
Frontier City No. 167, Oswego, N. Y.	C. C., Jno. C. Donahue, E. Seneca st. Sec., J. Donovan , 239 W. 7th st.	2d & 4th Sundays, 4 p. m. Engineers' hall N. Y. O. & W. bldg, East Oswego.
Jersey Shore No. 168, Jersey Shore, Pa.	C. C., H. Deitrick. Sec., J. L. Boyer .	First and Third Sundays, 2:00 p. m.
Neptune No. 169, Jersey City, N. J.	C. C., J. Gordon, 609 E. 138th st., New York City. Sec., A. Mitchell, 313½ 6th st., Jersey City, N. J. Robt. McDonald , 335 Varick st.	First and Third Sundays, 2:30 p. m. Elk's Hall, 96 Montgomery st.
Camden No. 170, Camden, N. J.	C. C., J. A. Connell, 453 Trenton ave Sec., J. P. Ancker , box 478 Mt. Holly, N. J.	First and Third Sunday, 1:30 p. m. Fourth Monday, 10:30 a. m. O. R. C. hall, Front & Market st.
Thos. Dickson No. 171, Troy, N. Y.	C. C., Wm. McKinney, 85 George st. Green Island. Sec., D. O. Gibbs , 244 Ninth st.	First and Third Saturdays, 7:30 p. m. Odd Fellow's hall.
Mountain City No. 172, Altoona, Pa.	C. C., W. H. Weston, 812 8th ave. Sec., Wm. Bowen , Conemaugh, Pa.	Every 2d Sunday 2:30 p. m. 11th Ave. and 13th st.
Long Pine No. 173, Chadron, Neb.	C. C., J. B. Leader , lock box 53. Sec., C. O. Greene, box 376.	1st and 3d Sundays. 9:00 a. m. Castle hall.
Eureka No. 174, Paterson, N. J.	C. C., L. J. Jones , North Paterson. Sec., M. E. Rahaley, 60 Park ave.	
Memphis No. 175, Memphis, Tenn.	C. C., D. C. Northland. Sec., A. J. Hogan. Z. J. Goodwin , 281 Georgia st.	Every Sunday, 2:00 p. m. K. of P. hall, Hernando st.
Corning No. 176, Corning, N. Y.	C. C., J. D. Carlton, 295 E. Erie avenue. Sec., R. E. Maleady, 14 w. 1st st. C. K. Lathrop , box 254.	First and Third Sundays, 3:00 p. m. Gruber Hall.
Alliance No. 177, Alliance, Ohio.	C. C., Geo. A. Kayler, 1305 E Patterson st. Sec., M. R. Mathews , 734 east Patterson st.	First and third Sunday, 1:00 p. m. K. of P. hall, E. Main st.
Great Northern No. 178, Grand Forks, N. Dak.	C. C., W. H. McGraw, Crookston, Minn. Sec., J. H. Pratt, Grafton, North Dakota. L. F. VanDusen , 521 n. 4th st Grd Forks.	1st & 2d Sunday. K. of P. Hall, Third street.
Topeka No. 179, Topeka, Kans.	C. C., D. N. Myers, 503 Jefferson st. Sec., J. H. Dodd, No. Topeka, Kans. C. L. Short , 911 Madison st.	First, and 3d, Sundays, 2 p. m. K. of P. Hall 6th and Quincy sts.
Atlanta No. 180, Atlanta, Ga.	C. C., M. J. Land, 87 McDaniel st. Sec., C. J. Adair, 115 Pearl st. E. H. Acker , 318 E. Fair st.	Every Sunday, 2:00 p. m. I. O. O. F. hall, 117½ Whitehall st.
Chillicothe No. 181, Chillicothe, O.	C. C., A. F. Cleveland. Sec., C. J. McCoy , 341 e. Main st.	Second and Third Sunday. I. O. O. F. hall.
Wolverine No. 182, Jackson, Mich.	C. C., Howard Leach, 103 Clutcock ave. Sec., F. A. Birdsall, 110 Seymour ave. A. Swidensky , 311 Oak street.	Alternate Mondays, commencing Jan. 6th, at 2:00 p. m. A. O. U. W. hall, Mechanic and Main sts.
Knobley No. 183, Keyser, W. Va.	C. C., J. R. Harrison. Sec., C. J. Welsh. Jno. Carr.	First and Third Tuesday 1:30 p. m. Clemen's hall cor. Main and Cet'r sts.
Blue Ridge No. 184, Clifton Forge, Va.	C. C., S. C. Buster. Sec., C. E. Pugh, box 85. W. H. Lewis	Second Monday, 1:00 p. m. Fourth Monday, 8:00 p. m. Masonic hall.
Lanier No. 185, Selma, Ala.	C. C., John D. Riggs. Sec., W. E. Stoddard , Church & Dallas sts.	First and Third Sunday, 2:00 p. m. I. O. O. F. hall.
Birmingham No. 186, Birmingham, Ala.	C. C., W. C. Rabb. Sec., Geo. Lumpkin, box 757. J. S. Brooks , Southern Hotel.	Second and Fourth Sundays, 2:00 p. m. I. O. O. F. hall, 3d ave. between 20th and 21st streets.
Sunbury No. 187, Sunbury, Pa.	C. C., E. M. Sleppy, Northumberland, Pa. Sec., E. M. McAlpine, bx 164 Northumberland, Pa. W. H. Shater .	Second and Fourth Sundays, 2:00 p. m. P. O. S. of A hall, over Snyder & Co., Market st.
Stanberry No. 188, Stanberry, Mo.	C. C., Ed. Mulligan. Sec., H. H. Wheeler, box 403. Ed Mulligan , Stanberry, Mo.	Second and Fourth Sundays. 2:00 p. m. Trainmen's hall.
Frontier No. 189, Sarnia, Ont.	C. C., John Hes. Sec., A. G. Manley , box 3, Pt. Edward, Ont.	First and Third Tuesdays, 2:00 p. m. I. O. O. F. hall.
Grafton No. 190, Grafton, W. Va.	C. C., J. L. Newlon. Sec., J. C. Duffy .	Every Saturday 7:30 p m Swaine Building.
Yellowstone No. 191, Glendive, Mont.	C. C., J. M. Rapelje, box 18. Sec., W. W. Berry , Livingston, Mont.	First and Third Wednesday, 2:00 p. m. Masonic Temple.
East Saginaw No. 192, East Saginaw, Mich.	C. C., Fred Cogswell, F & P M R R. Sec., D. D. Keeler, 808 no. Wash st., Saginaw, E. S. E. C. Martin , Saginaw, E. S. F. & P. M. depot.	First and Third Sunday, 1:00 p. m. Myrtle hall, Porter st.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Bucyrus No. 193. Bucyrus, O.	C. C., W. H. Miller, 611 E. Warren st. Sec., W. B. Baylor, 230 west Charles st. A. H. Gardner.	First and third Sundays, 2:00 p. m. Masonic Hall
Bookfield No. 194. Brookfield, Mo.	C. C., J. F. Doan. Sec., J. J. Bryant, 1 box 406. J. Dailey.	First and Third Sundays, 2:30 p. m. Wheeler's hall.
Sierra Nevada No. 195. Sacramento, Cali.	C. C., M. V. Murray, 1216 P st. Sec., Geo. W. Lewis, 701 I st. D. C. Gillen.	First and Third Monday, 7:30 p. m. New Foresters' hall, 7th and I st.
St. Johns No. 196. Jacksonville, Fla.	C. C., Geo. C. Floyd, 100 w Bay st. Sec., G. P. Sewell, 1229 W. Monroe st.	First and Third Sundays, 2:00 p. m. K. of P. hall, Reed bldg.
Brainerd No. 197. Staples, Minn.	C. C., W. J. Flynn. Sec., J. B. Quimby, 1 box 126. H. J. Porter.	First and Third Sunday, 2:00 p. m.; I. O. O. F. hall.
Springfield No. 198. Springfield, Mass.	C. C., C. D. Anderson, 18 Bond st. Sec., A. P. Abbott, 34 Greenwood st. F. H. Newton, 34 Greenwood st.	2d Sunday, 2:00 p. m., B. & A. Granite building.
Pensacola No. 199. Pensacola, Fla.	C. C., J. F. Rawls, box 531. Sec., A. A. Smith, 613 E. Salamanca st. Frank Matthews.	First and Third Saturdays, 8:00 p. m. K. of P. hall, W. Government st.
Bradford No. 200. Bradford, Pa.	C. C., W. T. Bogart. Sec., H. N. Richmond, care B. B. & K. R'y	First and Third Sundays, 2:00 p. m. Odd Fellows' Hall, Main st.
McKees Rocks No. 201. Chartiers, Pa.	C. C., D. H. Speer, box 212, Pittsburg, Pa. Sec., M. S. Nimcox, box 302, McKees Rocks Pa.	Second Sunday 9:30 a. m. 4th Sunday 6 p. m. Genche's hall.
Augusta No. 202. Augusta, Ga.	C. C., J. P. McCord, Harlem, Ga. Sec., S. L. Hollingsworth, 942 Fenwick st. Augusta, Ga.	Second and Fourth Saturdays, 7:30 p. m. I. O. O. F. hall, cor Ellis & Jackson st.
Howe No. 203. Truro, N. S.	C. C., H. D. Archibald, Upper Prince st. Sec., J. J. Dailey.	McKay's hall, Inglis st.
Quaker City No. 204. Philadelphia, Pa.	C. C., R. H. Tideman, box 148, Darby, Pa. Sec., J. G. Ashbridge, 1413 Richfield st	1st and 3d Tuesday at 8:00 p. m. Han- cock hall, 40 st., Lancaster ave. W. Phil
R. E. Lee No. 205. Portsmouth, Va.	C. C., J. B. Baylor, 15 Willoughby av., Norfolk, Va. Sec., J. C. Juddins, box 5. E. B. Lewis, 801 Washington st.	2d & 4th Sunday 1:30 p. m. Ashton hall, 305 High st.
Lincoln No. 206. Springfield, Ills.	C. C., Wm. Reilly, 1409 E. Washington st. Sec., G. B. Oder, 607 so. 11th st.	2d & 4th Sunday, at 2:00 p. m. Redmen's hall, cor. 5th and Monroe sts.
Butler No. 207. Ashley, Ind.		
Palmetto No. 208. Charleston, S. C.	C. C., S. C. Gilbert. Sec., H. L. Pinckney, 83 Wentworth st.	First and Third Sundays at 11 a. m. Irish Vel. Hall, Vanderhorst st.
Pocatello No. 209. Pocatello, Idaho.	C. C., Tim Farrell. Sec., W. H. Jones.	Every Monday, 2:00 p. m. Masonic hall.
Stonewall Jackson No. 210. Roanoke, Va.	C. C., S. C. Blankenship, 549 5th ave. S. W. Sec., H. L. Fulwider, 604 9th ave. S. W.	First, Second and Fourth Sundays, at 2:00 p. m. I. O. O. F. hall
Stevens Point No. 211. Stevens Point, Wis.	C. C., C. G. Murray, 4100 Dixon st. Sec., C. R. Phillips, 707 Center st.	Every Wednesday, 7:30 p. m. Adam's Hall, South Side.
Slater No. 212. Slater, Mo.	C. C., A. C. Reynerson, 211 Georgia st. P. Bluff, Ark Sec., R. P. Moore. J. L. Marquette.	Second and Fourth Mondays, 2:00 p. m. 1st and 3d Sundays, K. of P. hall.
Barker No. 213. Michigan City, Ind.	C. C., J. B. Blakesley, New Buffalo, Mich. Sec., W. C. Bush, box 320.	2d and 4th Sundays, 2:00 p. m. I. O. O. F. hall, cor. Mich. and Frank- lin streets.
Bartlett No. 214. Moncton, N. B.	C. C., A. E. Olive. Sec., W. Crockett.	Every Sunday, 2:00 p. m. Pythian hall.
Columbia No. 215. Columbia, S. C.	C. C., C. K. Rabb, 120 Buel st. Sec., F. A. Tompkins, 182 Laurel st. F. C. Gillard, Jerome hotel.	2d & 4th Saturday, 8:00 p. m. K. of P. hall, Opera House bldg.
Ottumwa No. 216. Ottumwa, Ia.	C. C., J. W. Reed. Sec., F. N. Cline, 1537 east Main st.	Every Monday 2:00 p. m. 131 cor. Main and Market sts.
Anchor Line No. 217. Bennett, Pa.	C. C., E. R. Emery, 247 44th st, Pittsburg, Pa. Sec., John Huebner, box 230.	2d & 4th Sunday, 1:00 p. m. Opera House Block.
Savannah No. 218. Savannah, Ga.	C. C., W. H. Wright, De Soto Hotel. Sec., Julius Bacot, 188 Lincoln st.	1st and 3d Sundays 10 a. m. K. of P. hall, cor. Barnard and York sts.
New Brunswick, No. 219. St. John, N. B.	C. C., E. W. Cassidy, 50 Spring st. Sec., J. C. Johnston, 248 Strait Shore, St. John.	Second Sunday, 2:00 p. m. I. O. O. F. hall, Union st.
Fremont No. 220. Fremont, Nebr.	C. C., W. E. Kurtz, e. Third st. Sec., F. Cummings, 436 E 2d st.	First and Third Sundays.
Charlotte No. 221. Charlotte, N. C.	C. C., J. A. Allison, So. R. R. Sec., J. H. Smith, 501 no. Graham st.	First and Third Sundays, 2:00 p. m. Masonic hall.
Illinois Valley No. 222. Chillicothe, Ill.	C. C., G. W. Prentiss, box 314. Sec., G. S. Green, box 323. John C Riddell.	Every other Sunday 2:30 p. m. Frederick's hall.
Martinsburg No. 223. Martinsburg, W. Va.	C. C., E. C. Kaskey. Sec., E. E. Entler. A. T. Russler.	1st, 2d, 3d and 5th Mondays, 9:00 a. m., 4th Monday, 7:30 p. m., G. A. R. hall.
Wilmington No. 224. Wilmington, Del.	C. C., E. M. Dunn, 410 Taylor st. Sec., J. T. Layfield, 1226 King st.	First and Third Sundays. U. V. L. Hall, 605 Market st.
Steuben No. 225. Hornellsville, N. Y.	C. C., B. F. Collins, 2 East ave. Sec., W. E. Curtis, 253 Canisteo st.	Alternate Tuesdays 7:30 p. m. B. of L. E. hall, 137 Main st.
Horton No. 226. Horton, Kans.	C. C., F. G. Bassenger. Sec., G. P. Pugh. F. H. Pittenger, bx 337.	Second and Fourth Sundays, 1:00 p. m. Donnelly's hall

NAME, NO. AND LOCATOR.	OFFICERS.	TIME AND PLACE OF MEETING.
Claude Champion No. 227, Lincoln, Nebr.	C. C., J. T. Wiesman, 575 No. 13th st. Sec., O. S. Ward, 112 N. Eleventh st. O. Steele.	First and Third Sundays, 2:30 p. m. Red Men's hall, 13th & P sts.
Belle Plaine No. 228, Belle Plaine, Ia.	C. C., H. A. Buffington Sec., J. W. Speer, box 378.	First and Third Sundays, 2:00 p. m. I. O. O. F. hall
Nicolls No. 229, Reading, Pa.	C. C., R. W. Smith, 424 no. 10th st., Lebanon, Pa. Sec., J. M. Bryau, 25 S. Front st.	Third Sunday, 10:00 a. m. Breneiser's hall, 8th and Penn sts
Rome No. 230, Cedartown, Ga.	C. C., E. D. O'Bryant. Sec., Geo. L. Veece. R. N. Harris , box 155.	2d and 4th Sundays, 2:00 p. m. 1st and 3d Sunday 8 p. m. K. of P. Hall
Vicksburg No. 231, Vicksburg, Miss.	C. C., J. S. Morgan, 1003 Washington st. Sec., A. L. Jaquith, 207 Walnut st.	2d & 4th Sunday, 8:00 p. m. Cor. Washington & Clay sts.
Sioux City No. 232, Sioux City, Ia.	C. C., E. Fraser, 1122 Jennings st. Sec., W. J. Roberts, St. James, Minn. H. A. Shaffer , Columbus, Neb.	First and Third Sundays, 2:00 p. m. Krummann's hall, 4th and Court sts.
Bellows Falls No. 233, Bellows Falls, Vt.	C. C., Wm. Corbett . Sec., M. J. Walsh, box 541.	Second Sunday, 2:00 p. m.; Fourth Sa urday, 7:30 p. m. G. A. R. hall
Berkeley No. 234, Brunswick, Md.	C. C., S. T. Brady, box 47. Sec., C. E. Orrison, box 44. G. V. Rathman , box 108, Martinsburg, W. Va.	Alternate Thursdays and Wednesdays, 7:30 p. m., commencing Aug. 3. Brets and Kamberger Hall
Freeport No. 235, Freeport, Ill.	C. C., J. D. Williams, 55 Float st. Sec., C. L. Loveland, 163 Adams st.	Second and Fourth Sundays, 2:30 p. m. K. of P. hall,
St. Cloud No. 236, St. Cloud, Minn.	C. C., O. N. Ramsay, 129 11th ave. No. Sec., J. S. Landis, box 1171.	Second Mondays, 7:30 p. m.; Fourth Sunday, 2:30 p. m.
Worcester No. 237, Worcester, Mass.	C. C., C. D. Balcom, 101 Harrison st. Sec., D. W. Parkhurst , Blackstone st. frt office	Second and Fourth Sundays, 1:00 a. m. Castle hall
Sheridan No. 238, Chillicothe, Mo.	C. C., I. P. Wright. F. B. Wheeler Sec., A. F. Scott.	First and Third Monday, 1:30 p. m. I. O. O. F. hall.
Lexington No. 239, Lexington, Ky.	C. C., J. W. Throckmorton, 63 Woodland ave. Sec., J. H. Stephenson, Ashland, Ky. C. H. Petry , L box 356, Mt. Sterling, Ky.	First and Third Sunday, 1:00 p. m. Odd Fellow's hall
Hiawatha No. 240, Marquette, Mich.	C. C., F. M. Crouch. Sec., J. E. Connell, 135 W. Ridge st. John J. Meehan , 112 Washington st.	Second Sunday, 2:00 p. m. Fourth Sunday, 7:00 p. m.
DeSoto No. 241, DeSoto, Mo.	C. C., Harry M. True. Sec., W. L. Perce , lock box 9.	First and Third Sundays, 7:30 p. m. K. of P. Hall
Nipissing No. 242, North Bay, Ont.	C. C., J. H. Hughes. Chris. T. Boyce . Sec., H. Dreany, box 57.	Every Sunday 2:00 p. m.
Missoula No. 243, Missoula, Mont.	C. C., J. J. Ward, box 262. Sec., A. J. Chamberlin , box 591.	First and Third Sundays, 2:00 p. m. K. of P. hall
Pike's Peak No. 244, Colorado Springs, Colo.	C. C., J. V. Russ, 514 E. Huerfano st. Sec., K. J. Woolheater , 305 e. Cucharas st.	Every Friday night, K. of P. hall.
Winfield No. 245, Arkansas City, Kans.	C. C., H. J. James, 621 So. "A" st. Sec., F. Hake , 924 so. 2d st.	
John McConiff No. 246, Wymore, Nebr.	C. C., R. D. Wilcox. Sec., E. E. Pratt , box 212.	First and Third Sundays, 2:30 p. m. Odd Fellow's hall
Fishers Peak No. 247, Trinidad, Colo.	C. C., M. T. Barrett , 811 Nevada ave. Sec., Geo. C. Bateman, 105 E. Main st.	First and Third Sundays. K. P. hall
Tuscumbia No. 248, Tuscumbia, Ala.	C. C., W. W. Hamlet. Sec., M. A. Payne .	First and Third Sundays, 7:30 p. m. 2d and 4th Sundays, 2:30 p. m. K. P. hall
Mt. Tacoma No. 249, Tacoma, Washington.	C. C., O. F. McCall. Sec., J. E. W. Johnston , 1344 E st. Box 976.	Second and Fourth Sundays, 1:30 p. m. Old County Court House "C" st.
Twin City No. 250, Bristol, Tenn.	C. C., P. H. Byron. Sec., H. D. Millard, 506 Virginia st W. P. Kerin .	Second Thursday 8:00 p. m. and Fourth Sundays, 2:00 p. m.
Cotton Belt No. 251, Pine Bluff, Ark.	C. C., J. H. Neimeyer. Sec., W. W. Olcott .	
Holy Cross No. 252, Leadville, Colo.	C. C., D. Daly, box 683. Sec., D. F. McPherson, box 683. Wm. McDoyle , 1311 Poplar st.	First and Third Sundays. K. P. hall, 127 E. Fifth st
Gogebic No. 253, Ashland, Wis.	C. C., J. B. Carlin, 722 8th av. west. Sec., T. Kennedy , 723 8th ave. west.	Second and Fourth Sundays, 10:00 a. m. I. O. O. F. hall
Clover Leaf No. 254, Frankfort, Ind.		
Mountain No. 255, Medicine Hat, N. W. T.	C. C., R. C. Beeker. Sec., T. C. Blatchford , box 43.	First and Third Wednesday, 14 o'clock Masonic hall.
San Gabriel No. 256, Taylor, Texas.	C. C., C. H. Loomis , Smithville, Tex Sec., Ed Dwyer, lock box 357.	1st and 3d Sundays, 2:00 p. m.
Herington No. 257, Caldwell, Kans.	C. C., G. M. Loughridge. [ton, Kas. Sec., P. Lanhan. E. J. Clark , bx 394 Herring-	2d and 4th Sunday 1:00 p. m. Masonic hall.
Aberdeen No. 258, Aberdeen, S. Dak.	C. C., B. J. Gilshannon, 303 Nicollet av. E. Sec., J. D. Knox, 203 n. Main st. Jno. Sheehan .	Second Sunday, 2:00 p. m. I. O. O. F. Hall
Waukesha No. 259, Waukesha, Wis.	C. C., L. F. Horn, 302 east Main st. Sec., Ira Yantis, 320 Oakland ave. W. I. Bush , 203 Hartwell ave.	1st & 3d Sunday, 2 p. m. Gove's hall. Main st. bet. Clinton st. & Grand av.
Wabash No. 260, Forrest, Ills.	C. C., H. F. Brennan, box 301. Sec., E. A. Vahey , lock box 51.	Second and fourth Sundays, 7:30 p. m. K. of P. Hall
San Luis No. 261, San Luis Potosi, Mex.	C. C., Fred Brooks, box 95. Sec., W. T. Provence, box 95. E. H. Hohne	First and third Wednesdays, in O. R. C. hall, 8:00 p. m.
Red River No. 262, Cleburne, Texas.	C. C., J. A. Glen, box 107. Sec., W. H. Cummings, box 57. W. D. Davis .	First and third Saturday, 7:30 p. m. 2d & 4th Sunday, 2 p. m. I. O. O. F. Hall

NAME NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Cumberland No. 263, Cumberland, Md.	C. C., J. S. Knee, 148 Columbia st. Sec., Geo. W. Messman, 81 Highland st. G. J. Schmutz.	1st and 3d Sundays, 9:00 a. m. I. O. O. F. Hall.
Raleigh No. 264, Raleigh, N. C.	C. C., D. B. Jones, 714 n. Tenn. st. Sec., C. B. Guthrie , 411 e. Lee st. Greensboro.	Second and fourth Sundays, 2:00 p. m. Odd Fellows' Hall.
Chanute No. 265, Chanute, Kan.	C. C., W. R. Smith. Sec., P. Farrell, box 242. Geo. T. Bridges.	1st and 3d Monday, 12:30 p. m. Masonic Hall, Main and 4th sts.
Staked Plains No. 266, Big Spring, Texas.	C. C., Otto Elliott. Sec., F. B. McNally, box 22. Jesse Encke , box 3.	First and Third Sunday, 2:00 p. m. Hall in Bressie building.
Terminal City No. 267, Vancouver, B. C.	C. C., Jas. Doig. Sec., Jno. Ward, box 440. G. F. Risteen.	Second Sunday.
Marion No. 268, Marion, Iowa.	C. C., F. J. Hanrahan. F. M. Howard. Sec., E. B. Sutton, box 427.	Second and Fourth Sundays, 3:30 p. m. A. O. U. W. hall.
Border City No. 269, Van Buren, Ark.	C. C., W. B. Mann. Sec., J. J. Charles. R. S. Harnest.	First, Second, Third and Fourth Sun- day, 2:00 p. m. K. of P. hall.
Youngstown No. 270, Youngstown, O.	C. C., J. Morris, 542 George st. Sec., V. C. McFarlin, 533 w. Rayen ave. Geo. Hopper , 525 Crossman ave.	First and Third Sunday, second and fourth Wednesdays 1:00 p. m. B. R. T. hall.
Cape Fear No. 271, Florence, S. C.	C. C., H. A. Wells, Florence, S. C. Sec., J. A. James. J. P. Russell , A. C. Line.	First and Third Sunday, 2:30 p. m. K. P. hall
Montana No. 272, Havre, Mont.	C. C., A. E. Logan. Sec., O. P. Brigham , box 62.	First and Third Sunday 2:30 p. m.
Dickinson No. 273, Dickinson, N. Dak.	C. C., Wm. Gallagher , box 197. Sec., S. P. Cota.	Second and fourth Fridays, 1:30 p. m. K. P. Hall.
Kaukauna No. 274, So. Kaukauna, Wis.	C. C., J. M. Elliott. Sec., D. Kenyon. G. P. O'Connell.	First and Third Sunday, 2:00 p. m. A. O. U. W. hall.
Gaudalupe No. 275, Yoakum, Texas.	C. C., P. A. O'Connor. Sec., H. B. Garrison, box 125.	Every Sunday, 10:00 a. m. K. of P. hall.
Prairie View No. 276, Goodland, Kas.	C. C., S. A. Miller, lock box 29. Sec., C. E. Tyler. J. A. Kirkpatrick.	Every Tuesday, 1:30 p. m.
Sanford No. 277, Sanford, Fla.	C. C., M. C. Savage. Sec., C. L. Mosby, box 7. J. P. Scarlet.	Second and Fourth Sunday.
Dennison No. 278, Dennison, Ohio.	C. C., W. J. Conley. Sec., W. M. Rees , box 39.	Tuesdays, 1:30 p. m. B. L. E. Hall, Grant and 2d st.
Stuart No. 279, Stuart, Iowa.	C. C., Thos. Kane. Sec., H. E. Drew, box 251. J. A. Morrison.	Second Monday and Fourth Sunday, 2:00 p. m.
Hope No. 280, Hope, Idaho.	C. C., W. J. Pillings, box 39. Sec., G W Gunn.	
Glenwood, No. 281, Glenwood, Pa.	C. C., J. T. Redman, Hazelwood, 23d Ward, Pittsburg, Pa. Sec., W. M. Shipley, cor. Renova and Lytle sts. D. K. Marsh. , 23d Ward, Pittsburgh, Pa.	First Sunday and Third Monday, 9: a. m.
Needles No. 282, Needles, Cal.	C. C., Geo. W. Atmore. Sec., A. H. Sterns.	Meet every Thursday, 2:00 p. m., B L. E. hall.
Marceline Div. No. 283, Ft. Madison, Iowa.	C. C., I. O. Wilkinson , 1121 2d st., Ft. Madi- Sec., R. Prichett, 315 Johnson st. [son, Ia.	
S. A. M. 284, Americus, Ga.	C. C., C. E. Turner, box 160. Sec., E. L. Guerry. C. L. Boeland , 226 Jackson st.	Second and fourth Sundays. K. of P. Hall.
Spokane No. 285, Spokane, Wash.	C. C., Geo. McGilvey. Sec., E. J. Palmer, 1616 Pacific ave. C. P. Chamberlain , box 1580.	Second and Fourth Sunday.
Kakabeka No. 286, Ft. William, Ont.	C. C., Dan McKenzie. Sec., W. G. Niblock.	Second and fourth Friday.
Obrar No. 287, Albuquerque, N. M.	C. C., Wm. H. Barney, San Felipe hotel. Sec., L. W. Roberts , 218 Broadway.	Meet every Sunday in K. P. Hall 2 p m
Neapolis No. 288, No. Danville, Va.	C. C., J. R. Wright. Sec., J. F. Morton , R. & D. R'y, Danville, Va.	Second and fourth Sunday 2 p m, Steeger hall, Main.
Wheeling No. 289, Benwood, W. Va.	C. C., C. O. Hallett, Bellaire, O. Sec., Wm. Hofner, box 81, Bridgeport, O. E. S. Eberline , Bellaire, Ohio.	First and third Sunday, 1:30 p m. K. P. Hall 1223 Market St.
Wingo No. 290, Paducah, Ky.	C. C., J. H. Costello, lock box 316. Sec., T. J. Moore , 611 north 6th st.	Every Sunday 2:30 p. m. Elk's Hall, Broadway.
Morris No. 291, Hoboken, N. J.	C. C., John Long, South Orange, N. J. Sec., H. H. Hoffman, 112 3d st. Newark, N. J. W. T. Rundo , box 5, S. Orange, N. J.	2d and 4th Mondays, Ferryman's Asso- ciation Hall, cor. 1st and River sts.
Deer Lick No. 292, Chicago Junction, Ohio.	C. C., D. E. Hilgartner, box 243. Sec., C. B. Tompkins, box 236. W. H. Budd , box 293.	1st & 3d Sunday, 2:00 p m O. R. C. Hall
Chas. Murray No. 293, Chicago, Ills.	C. C., M. P. Crossett, Cortland, Ill. Sec., C. T. Harris , 32 no. Washtenan ave.	2d Sunday 10 a. m., and 4th Monday 2 p. m., Dordon hall, 1180 W. Lake st.
Butte No. 294, So. Butte, Mont.	C. C., J. F. Corcoran. Sec., H. C. Gray. Thos. Slessman , Montana Union R'y.	2d & 4th Sunday, 8:00 p. m. I. O. O. F. hall,
No. 295, Livingston, Mont.		
Raton No. 296, Raton, N. M.		

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Somerset No. 297, Somerset, Ky.	C. C., H. Ariman. Sec., H. T. Welch , box C.	Every Sunday 2:00 p. m.
Champaign No. 298, Champaign, Ills.	C. C., Geo. R. Hays. Sec., F. Cooper , 110 W. Springfield ave.	Second and Fourth Sundays, 2:30 p. m. G. A. R. hall
Lima No. 299, Lima, Ohio.	C. C., H. Mounts. Sec., J. L. Edmiston, 942 Hughes av. A. M. Johnston , 608 east North st.	Second and fourth Sundays 2:30 p. m.
Dodge City No. 300, Dodge City, Kas.	C. C., Geo. D. Pond. Sec., Jan. A. Corey , box 263.	Hustedt's Hall, cor. 2d and Ewing sts.
Seymour No. 301, Seymour, Ind.	C. C., M. C. Whitcomb . Sec., E. E. Gaskell, 1k box 53.	Second and fourth Sundays 2 p. m. Hustedt's hall, 2d and Ewing sts
LaFayette No. 302, LaFayette, Ind.	C. C., R. Cramer. Sec., R. H. Strong , 56 no. 5th st.	First and third Sunday 2:30 p. m. Cor., 4th and Ferry sta., R. M. Hall
New Albany No. 303, New Albany, Ind.	C. C., S. M. Mathers , 151 Bank st. Sec., W. M. Duell, 149 Bank st.	1st four Sundays each month. 2:30 p. m. Bader's Hall, 62 e. Main st.
Pearl River No. 304, Canton, Miss.	C. C., O. A. Harrison . Sec., C. B. Box, Water Valley, Miss.	Every Sunday at 2 p. m. I. O. O. F. Hall
LaGrande No. 305, LaGrande, Oregon.	C. C., W. H. Kelsey, box 178. Sec., J. T. Richardson, 1k bx 194. C. F. Brown .	First and third Sundays 2 p. m. K. P. Hall
Bay No. 306, W. Bay City, Mich.	C. C., F. Marshall, 307 King st. Sec., Calvin Campbell , 205 Park ave.	Second and Fourth Sunday 2 p. m. I. O. O. F. Hall
Jersey Central No. 307, Elizabeth, N. J.	C. C., John W. Dent, Bound Brook, N. J. Sec., O. J. Freeman , 129 Madison st., So. Easton, Pa.	Second and 4th Sundays, 1:30 p. m.
Bluff City No. 308, Mt. Carmel, Ills.	C. C., Geo. T. Dills. Sec., W. B. Wright, box 455. B. F. Shively .	First and Third Sunday 1:30 p. m. Schnach's Hall, East Main St
Scottdale Div. No. 309, Scottdale, Pa.	C. C., S. Longanecker. Sec., D. H. Hare , Box 192	First and third Sundays at 2:00 p. m. Parker's Hall, Pittsburg w
Mobile No. 310, Mobile, Ala.	C. C., P. J. Collins, 303 Beauregard st. Sec., J. P. Collins , 62 Dauphin st.	First and third Sunday 2:00 p. m. I. O. O. F. Hall
New Year No. 311, Way Cross, Ga.	C. C., W. T. Forrester . Sec., G. A. Croon, box 100.	Second and Fourth Sunday, 7:30 p. m. B. of L. E. hall
No. 312,		
San Xavier No. 313, Tucson, Ariz.	C. C., Robt. Duncan, box 133. Sec., C. S. Guthrie, box 133. L. W. Locke .	Wednesdays 2:00 p. m. Masonic hall.
Allegheny City, No. 314, Allegheny, Pa.	C. C., S. H. Henry, 213 Market st. Sec., R. F. Brown , 351 Chartiers st.	Second and 4th Sunday, 9 a. m. Enterprise hall, Beaver ave and Frank- lin sts.
Evansville No. 315, Evansville, Ind.	C. C., T. G. Richard , 1207 W Penna st. Sec., J. N. Frost, 420 Upper 6th st.	Second and Fourth Sundays, 10 a. m.
St. Clair Tunnel No. 316, Fort Gratiot, Mich.	C. C., A. W. Loveland , Upton works, Pt. Huron, Mich. Sec., Alex Allen, 106 Huron ave., " " "	Every Sunday 1:30 p. m.
Elm City No. 317, New Haven Conn.	C. C., E. A. Lithgow, 263 Greenwich ave. Sec., C. R. Ross , 21 Orange st.	Second and Fourth Sunday 1 p. m. Masonic Hall
Asheville No. 318, Asheville, N. C.	C. C., W. S. Thomason , Bryson City, N. C. Sec., W. W. Barber, Salisbury, N. C.	First and 3d Sundays, 10 a. m.
Central No. 319, Central, S. C.	C. C., F. V. Falls. Sec., J. P. Worsham. R. F. Cox .	Saturday before 1st & 3d Sundays, 8 p. m.
Miami Valley, No. 320, Dayton, Ohio.	C. C., S. E. Herkins, 2426 e. 3d st. Sec., P. J. Sweeney , 14 Folkert st.	
Easter No. 321, Springfield, Mo.	C. C. F. M. Crooks, 1010 w. Walnut st. Sec., W. O. Clarkson, 854 n Main st. C. H. Hasell , 420 south Grant st.	First and Third Tuesday, 2:00 p. m. Board of Trade building
Blue Grass No. 322, Covington Ky.	C. C., W. F. Hearne, 2047 Madison ave. Sec., M. D. Folkner , 30 east 11th st.	1st & 3d Sunday 2 p. m. I. O. O. F. Hall
Sprague, No. 323, Sprague, Wash.	C. C., James Shannon. Sec., F. A. Kessor .	Every Tuesday, 1:30 p. m. A. O. U. W. hall
Bluefield No. 324, Bluefield, W. Va.	Sec., C. Heck, box 16. A. J. Hearn .	1st Sunday, 2 p. m.; 3d Sunday, 10 a. m. Stanger's hall
Grand Junction No. 325, Grand Junction, Colo.	C. C., E. A. Evans, lock box 33. Sec., F. J. Roberti, lock box 181. C. J. Campbell , box 73.	1st and 4th Wednesdays, 9:00 a. m. K. of P. H., Main st
New Castle No. 326, Mahoningtown, Pa.	C. C., P. Minihan, 78 Short st., New Castle, Pa. Sec., W. J. McKinley, 351 w. Wash. St. N. C., Pa. W. J. Green , Mahoningtown, Pa.	1st Tuesday, 7:00 p. m. & 3d Sunday 2:00 p. m. Jr. O. W. A. M. hall
Golden Rule, No. 327, Eftingham, Ills.	C. C., J. W. Griffing. Sec., S. S. Smith .	Second and Fourth Sundays 9 a. m
Potawattamie No. 328, Council Bluffs, Iowa.	C. C., G. F. Joslin, 124 4th st. Sec., D. J. Gates , 807 so. 7th st.	2d & 4th Sunday, 2 p. m. K. P. Hall. 102 Main st.
Champion City No. 329, Springfield, Ohio.	C. C., J. C. Carey, Harrison st. Sec., Geo. M. Spotts, 170 Gallagher st.	First and Third Sunday, 2 p. m. K. P. hall, Main st

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Emporia, No. 330. Emporia, Kas.	C. C., F. C. Hannum 226 Neosho st. Sec., H. W. Hedgecock , 226 Neosho st.	2d & 4th Saturday, 7:30 p. m. Federation hall.
Susquehanna, No. 331. Columbia, Pa.	C. C., J. W. Clark, 633 Locust st. Sec., J. A. Rowan, 34 so. 4th st. H. H. Maefner , 20 n. 5th st.	Second and Fourth Sunday, 4:30 p. m. Fendrich's hall.
Jonesboro, No. 332. Jonesboro Ark.	C. C., G. L. Clement. Sec., R. Crull. E. S. Martin.	First and Third Sunday, 7:30 p. m. Odd Fellows hall
Renovo, No. 333. Renovo, Pa.	C. C., A. K. Pierce. Sec., J. B. Crispin , box 332.	Alternate Mondays, commencing May 7, 7:30 p. m. Cor. 4th st. and Huron av.
Avondale, No. 334. Avondale, Ala.	C. C., W. B. Luster, Woodlawn, Ala. Sec., A. B. Keyes , 630 G ave. and 17th st., Birmingham, Ala.	1st and 3d Sunday 1:00 p. m. Daniel's hall.
Concord, No. 335. Concord, N. H.	C. C., D. W. Chandler, 14 Prince st. Sec., A. H. Burbank, 8 Allison st. C. H. Conant.	1st and 3d Sunday in each mo. at 7:00 p. m. B. of L. E. Hall, Main st.
Duluth Div. No. 336, Duluth, Minn.	C. C., Ira L. Dyser, 2631 west 3d st. Sec., C. B. Gilbert, West Duluth, Minn	First and third Sunday, 10.00 a. m. Third floor 18 west Superior st.
Illinois Div. No. 337. Chicago, Ills.	C. C., C. D. Collins 1326 W. Lake st. Sec., Jno. H. Leahy, 174 north Halstead. W A Giles , 167 n. Hamlin ave.	Meets 4th Sunday at 2:00 p. m. LeGrand Hotel, cor. Kinzie and Wells streets.
Eldorado Div. No. 338, Eldorado, Kans.	C. C., A. Anderson, 416 W. Elm st., Wichita, Kan. Sec., D. P. Moran, 416 Sherman ave., Wichita, Ks G. W. Beal.	Meets every alternate Sunday p. m. commencing Dec. 23, 1894, Red- men's Hall.
Washington Div. No. 339. Washington, Ind.	C. C., M. B. Hollis , box 53. Sec., H. A. Smith, box 342.	Second and Fourth Sunday 9:00 p. m. Red Men's Hall.
Gladstone Div. No. 340. Gladstone, Mich.	C. C., Geo. P. Towne, box 324. Sec., F. E. Swift , box 264.	2d and 4th Sunday 2:00 p. m.
Canadawaran Div. No. 341 Norwich, N. Y.	C. C., J. T. Close. Sec., C. G. Robinson, 76 E. Cayuga st. Oswego, A. B. Young , 46 Mitchell st. (N. Y.)	2d and 4th Saturdays, 8:00 p. m. I. O. O. F. Hall.
Overland Div. No. 342. Junction City, Kas.	C. C., J. A. Rimer. Sec., H. C. Palmer A. D. Lee , lock box 396.	1st and 3d Sunday, 1:00 p. m. Masonic hall.
Blue Valley Div. No. 343. Fairbury, Neb.	C. C., C. A. Ransom, Fairbury, Neb. Sec., E. W. Sumpter.	1st and 3d Wednesdays 8 p. m. Lindley hall.
East Toronto Div. No. 344. York, Ont.	C. C., E. Seller, 13 Beverly st., Toronto, Ont. Sec., T. Stibbard, box 18, Coleman. H. Doyle , Coleman, Ont. box 18.	1st and 3d Monday, 7:30 p. m. Society hall. York, Ont.
Toronto Junction Div. No. 345. Toronto Junction, Ont.	C. C., Jno. Anderson, 20 Beaconfield av., Toronto. Sec., W. A. Barclay, box 588. J. H. Hall , 73 Melbourn ave., Toronto, Ont.	2d Monday and 4th Tuesday 2:00 p. m. Thompson's block
Yellow River Valley Div. No. 346. Babcock, Wis.	C. C., W. L. Baker. Sec., H. H. Seymour. P. J. McCormick	1st and 3d Sunday 2:00 p. m. O'Brien's Hall
Julien Div. No. 347. Dubuque, Iowa.	C. C., A. A. Clark, 92 Seminary st. Sec., C. H. Gross , 677 Garfield ave.	2d and 4th Sunday 10:00 a. m. Facade Hall, oppo. P. O.
Div. No. 348. Ellensburg, Wash.	C. C., E. Gee. Sec., R. E. Dance , 30 Marshall av., Norfolk, Va	1st and 3d Sunday 10:00 a. m. Masonic Hall.
Crewe Div. No. 349. Crewe, Va.	C. C., H. A. Neil, Box 153. Secy., Jon. Ganter , Niagara Falls, Ont.	1st Sundays and 3d Tuesday, 2 p. m.
Niagara Falls Div. No. 350. Niagara Falls, Ont.	C. C., J. H. Cain, 947 Hunter st., Columbus, O. Sec., Mc C. Johnson, rm. 1 Alpha blk. Columbus, O W. F. Quinlan.	1st and 3d Sunday, 2d and 4th Monday 7:30 p. m. Midway Hall.
Three States Div. No. 351. Kenova, W. Va.	C. C., E. L. Becker Sec., W. C. Risteen.	Fourth Sunday 10 a. m. I. O. O. F. Hall.
Keewatin Div. No. 352. Rat Portage, Ont.	C. C., A. E. Gaylord, Sec., F. Van Velzer. Wm. Maxwell	1st and 3d Sundays, 1:00 p. m. Red Men's Hall.
Minne-Waukon Div. 353. Estherville, Iowa.	C. C., C. S. Grant, 344 W. Franklin st. Sec., Geo. H. Sheets box 28, Williamsport, Md.	First and Third Mondays, 1:00 p. m. Red Men's Hall.
Hagerstown Div. No. 354. Hagerstown, Md.	C. C., Thos. Pegg . Sec., Alfred Lee, Bradford st., Barrie, Ont.	First and 3d Tuesdays 7:30 p. m. Orient Hall.
Allandale Div. No. 355. Allandale, Ont.	No. 356.	
Connellsville Div. No. 357. Connellsville, Pa.	C. C., S. H. Atkinson. J. R. Wortman , Sec., C. E. Reinhard, box 299. (Yardm'r B. & O.)	
as Div. No. 358. Thayer, Mo.	C. C., T. H. Campbell, box 265. Sec., A. M. Struble , box 264.	First and third Sundays, 2:00 p. m. Boyd's Hall.
Excelsior Div. No. 359. East Albany, N. Y.	C. C., J. L. Parmertor, 177 Broadway, Greenbush. (N. Y.) Sec., A. J. Hoogkamp, 15 Hogan st., Greenbush, (N. Y.) J. J. Ryan , 64 Aiken st., Greenbush, N. Y.	First Sunday 9 a. m. I. O. O. F. Hall.
Massillon Div. No. 360. Massillon, Ohio.	C. C., Sec., C. W. Miller, Mineral Point, Ohio.	Second and Fourth Sunday, 1:30 p. m. C. M. B. A. E. Tremont st.
Valley Div. No. 361. Valley Junction, Iowa.	C. C., J. A. Gibson. Sec., L S Wilson , box 12.	1st Monday 7 p. m.; 3d Sunday 2 p. m. K. P. hall.
Veron Div. No. 362. Nevada, Mo.	C. C., Wm. Frazee. Sec., J. F. Jackson	
Sugar City Div. No. 363. Norfolk, Neb.	C. C., A. B. Lane, box 178. Sec., J. C. Ald, box 763. Robt. Croft , box 162.	First and third Sundays, 2:30 p. m. Railway Employees Hall.
Joliet Div. No. 364 Joliet, Ill.	C. C., Wm. M. Castle, 135 Willow ave Sec., E. E. Lyman, 400 Stevens ave.	First and Third Sundays, 10 a. m Masonic Temple, Jefferson st.

NAME AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
East Brady Div. No. 365. East Brady, Pa.	C. C., Wm. McCarty. Sec., F. P. Fair, bx 116.	
Leeds Div. No. 366. Brockville, Ont.	C. C., R. McConachie. Sec., W. C. Wright, box 634.	
Mississippi Div. No. 367. Keithsburg, Ill.	C. C., John Warren. Sec., Wm. McCarthy.	First and Third Tuesday, 2 p. m. K. of P. hall
Argentine Div. No. 368. Argentine, Kas.	C. C., Geo. McNeals. Sec., Wm. Shesendecker , box 297.	First and third Sundays, 2 p. m. Masonic hall, over Argentine bank
Parkersburg Div. No. 369. Parkersburg, W. Va.	C. C., G. H. Bailey , 558 6th st. Sec., J. W. Wilson, 1044 Market st.	Second and Fourth Sunday, 2 p. m. J. O. W. A. M. hall Court Square
Providence Div. No. 370. Providence, R. I.	C. C., J. McEndy. Sec., A. C. Jolles , 232 Atwells ave.	2d Sunday 2:00 p. m., 4th Sunday 10:00 a. m. B. of R. T. Hall, Canal st.

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NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Bethlehem, No. 1. Cleveland, Ohio.	President—Mrs. S. N. Pennell. Secretary—Mrs. S. L. McCutchin, 67 University st.	2d and 4th Thursday 2:30 p. m. Room 212 City Hall
Capital City Div. No. 3. Columbus, O.	President—Mrs. T. Nevil, 1041 Dension ave. Secretary—Mrs. Chas. Southard.	Second and fourth Thursdays, 2:30 p. m. I. O. O. F. hall, South High street
Andrews Div. No. 4. Elkhart, Ind.	President—Mrs. A. W. Brown, 313 Jefferson st. Secretary—Mrs. P. W. Smith, 1020 so. 3d st.	2d & 4th Friday, 2:30 p. m. Odd Fellows Temple
Erickson Div. No. 5. Philadelphia, Pa.	President—Mrs. H. C. Rohrer, 836 no. 41 st. Secretary—Mrs. C. L. Springer, 803 N. 26th st.	2d and 4th Wednesdays, 2:30 p. m. Barr's Hall, 40th st. & Lancaster av
Banner Div. No. 6. Toledo, Ohio.	President—Mrs. Jas. McMillan. Secretary—Mrs. J. Powers, 1405 Indiana av.	First and third Fridays, 2:30 p. m. I. O. O. F. Temple, Jefferson & Erie sts
Newark Div. No. 7. Newark, Ohio.	President—Mrs. Geo. Taylor, 175 so. 3d st. Secretary—Mrs. J. W. Perry, 150 s Third st.	Second and fourth Fridays, 2:30 p. m. O. R. C. Hall, 17½ S Side Pub. Sq
Eastern Star Div. No. 8. Sunbury, Pa.	President—Mrs. Mary E. Shafer. Secretary—Mrs. J. B. Vandyke.	Second and 4th Wednesday, 2:30 p. m. Snyder's Hall E. Market st
New Jersey Division No. 9. Camden, N. J.	President—Mrs. Mary Davis, sw cor 6th & Auburn Secretary—Mrs. Ella Elms, 527 Bridge ave.	Alternate Tuesdays, 2:30 p. m. O. R. C. Hall, Fourth and Market sts
Easter Lily Div. No. 10. Frankfort, Ind.	President—Mrs. H. G. Hillis. Secretary—Mrs. R. F. Clark, 609 so. Clay st.	Second and Fourth Wednesday, O. R. rooms on Main st., 2:30 p. m
St. Louis Div. No. 11. St. Louis, Mo.	President—Mrs. S. L. Ryan, 4755 Cote Brilliant av. Secretary—Mrs. W. F. Lewis, 2849 Russell ave.	First and third Thursdays, 2:30 p. m. Anchor Hall, cor. Park and Jefferson
Autumn Leaf Div. No. 12. Bellevue, Ohio.	President—Mrs. J. R. Myers. Secretary—Mrs. L. C. Brown, box 177.	2d and fourth Thursdays, 2:30 p. m. K. of P. Hall
DeSoto Div. No. 13. DeSoto, Mo.	President—Mrs. H. M. True. Secretary—Mrs. W. C. Turner.	Meets 1st and 3d Fridays, 3:00 p. m. I. O. O. F. Hall
Enterprise Div. No. 14. Ottumwa, Iowa.	President—Mrs. A. W. Simmons, Albion. Secretary—Mrs. J. O. West, 1015 Locust st.	2d & 4th Tuesday, 2:30 p. m. O. R. C. Hall, Main and Market sts
Galesburg Div. No. 15. Galesburg, Ill.	President—Mrs. W. N. Young, 609 Ella st. Secretary—Mrs. F. E. Bronson, 603 Mulberry st.	2d & 4th Tuesdays, 2:30 p. m.
Erie Div. No. 16. Huntington, Ind.	President—Mrs. D. Leadman, 74 Webster st. Secretary—Mrs. A. B. Spach, 27 Faust st.	1st & 3d Thursdays, 2:00 p. m.
Benevolent Div. No. 17. St. Joseph, Mo.	President—Mrs. E. N. Foote, 1204 so. 9th st. Secretary—Mrs. J. W. Horan, 1805 so. 11th st.	1st & 3d Wednesday, 2:30 p. m. O. R. C. hall
Leap Year Div. No. 18. Andrews, Ind.	President—Mrs. Cora Baals. Secretary—Mrs. T. E. Hockaday, box 313.	Meets 2d and 4th Thursdays. B. of L. E. Hall
Excelsior Div. No. 19. Des Moines, Ia.	President—Mrs. M. E. Rich. Secretary—Mrs. H. I. Mills.	2d and 4th Wednesday. Continental building
Springer Div. No. 20. Wilkes Barre, Pa.	President—Mrs. J. H. Keithline, 135 South st. Secretary—Mrs. L. E. Windner, 121 Davis Place.	1st and 3d Wednesday. Ousterhout Building.

NAME, NO. AND LOCATION.	OFFICERS.	TIME AND PLACE OF MEETING.
Golden Rule Div. No. 21. Oneonta, N. Y.	President—Mrs. J. E. Baldwin, Fonda av & w Bdwy Secretary—Mrs. W. C. Gurney, box 133.	1st and 3d Wednesdays, 2:00 p. m. Odd Fellows Hall.
Denver Div. No. 23. Denver, Colo.	President—Mrs. W. H. Hinkley. Secretary—Mrs. J. L. Kissick.	Second and Fourth Friday, Long Block, 18th and Welton sts.
Myrtle Div. No. 25. Chicago Junction, O.	President—Mrs. C. A. Cross. Secretary—Mrs. D. E. Hilgartner, p. o. box 243.	First and Third Thursdays in O. R. C. Hall, 2 p. m.
Aura Div. No. 26. Collinwood, O.	President—Mrs. W. H. Moulton. Secretary—Mrs. G. B. Carmer.	First and Third Thursday. Meets 2d and 4th Thursdays 1:30 p. m. O. R. C. hall.
Lima Div. No. 27. Lima, O.	President—Mrs. E. H. Mattice. Secretary—Mrs. A. N. Ridenour, 135 e Elm st.	1st and 3d Thursdays. I. O. O. F. Hall.
Turner Div. No. 28. Denison, Tex.	President—Mrs. Jno. Tygard, 505 Washington st. Secretary—Mrs. Chas. Bledsoe, 111 e. Sears st.	Meets 1st Wednesday and 3d Sunday. No. 13 Hernando st. Memphis, Tenn.
Bluff City Div. No. 29. Memphis, Tenn.	President—Mrs. W. H. Sebring. Secretary—Mrs. J. C. Perkins, 319 Georgia st.	2d and 4th Thursdays, 2:00 p. m.
Prospect Div. No. 30. Garrett, Ind.	President—Mrs. J. Newell. Secretary—Mrs. B. Depew.	2d and 4th Wednesdays, 2:30 p. m. K. P. Hall.
Cheyenne Div. No. 31. Cheyenne, Wyo.	President—Mrs. R. G. Shingle, Cent'l and 20th sts. Secretary—Mrs. E. B. Bond, 1721 House st.	1st and 3d Fridays. Maccabee Temple.
Michigan Div. No. 32. Port Huron, Mich.	President—Mrs. Sarah Daniels. Secretary—Mrs. Franc Whiteman.	1st and 3d Thursdays 3 p. m. K. P. Hall, 6th and Quincy sts.
Western Div. No. 33. Topeka, Kan.	President—Mrs. Ettie Griffiths, 909 Madison st. Secretary—Mrs. Belle Stockton, 308 Brannel st.	First and Third Thursdays, 2 p. m. O. R. C. hall, 2d and Ash sts.
Madonna Div. No. 34. Baraboo, Wis.	President—Mrs. A. W. Squires, 230 2d ave. Secretary—Mrs. J. Schaffer, 406 3d st.	2d and 4th Wednesdays.
Mt. Tacoma Div. No. 35. Tacoma, Wash.	President—Mrs. C. S. Cranson, 1213 so. 7th st. Secretary—Mrs. E. E. Young, 2314 "E" st.	1st and 3d Wednesdays. I. O. O. F. Hall.
Cascade Div. No. 36. Ellensburg, Wash.	President—Mrs. Sarah Dunlap, box 662. Secretary—Mrs. L. M. Smith, box 763.	First and third Thursdays. O. R. C. hall, 120 Seneca st.
Columbia Div. No. 37. Cedar Rapids, Iowa.	President—Mrs. J. Ross. Secretary—Mrs. Dora L. Chenoweth, 53 no. 8th st.	2d and 4th Thursdays, 2:30 p. m. Riverside Block.
Gloria Div. No. 38. Marion, Iowa.	President—Mrs. Mary Sutton. Secretary—Mrs. Nettie Hahn.	1st and 3d Tuesdays, 2:30 p. m. Trainmen's Hall, 82 & 84 Gratiot av.
Ideal Div. No. 39. Jackson, Tenn.	President—Mrs. P. B. Wilkinson, Grand ave. Secretary—Mrs. Perry Callahan, 370 N. Royal st.	1st and 3d Wednesdays, 2 p. m. Sible's Hall, 3d and Cumberland sts.
Columbian Div. No. 40. Buffalo, N. Y.	President—Mrs. H. Keating, 458 s. Division st. Secretary—Mrs. Lydia Briggs, 517 E. Eagle st.	Second and Fourth Wednesdays, I. O. O. F. hall.
Arkansas Valley Div. No. 41. Pueblo, Col.	President—Mrs. R. J. Corey. Secretary—Mrs. Belle Slack.	Second and Fourth Thursdays, 2:30 p. m.
Bridge City Div. No. 42. Logansport, Ind.	President—Mrs. F. C. Murphy, r630 High st. Secretary—Mrs. Mary Hamilton, 1814 Broadway.	2d and 4th Fridays, 2:30 p. m. O. R. C. Hall.
Golden Rod Div. No. 43. Atlanta, Ga.	President—Mrs. Julia Harris, Killian st. Secretary—Mrs. D. S. Walraven, 40 Plum st.	1st and 3d Thursdays, 3:00 p. m.
Detroit Div. No. 44. Detroit, Mich.	President—Mrs. Daniel Sweeney, 727 Trumball av Secretary—Mrs. J. A. Eley, 604 Baker st.	Second and Fourth Wednesdays.
Rapid Transit Div. No. 45. Grand Rapids, Mich.	President—Mrs. W. Stevens. Secretary—Mrs. W. G. Crabbe, The Irv'g, so Div. st.	First and Third Thursdays.
Maryland Div. No. 46. Cumberland, Md.	President—Mrs. A. C. Schmutz. Secretary—Mrs. Chas. Schmutz.	2d and 4th Thursdays, 2:30 p. m.
Keystone Div. No. 47. Harrisburg, Pa.	President—Mrs. Wm. Rose, 1300 Pennsylvania av. Secretary—Mrs. J. Bender, 1900 5th st.	2d and 4th Fridays, 2:30 p. m. O. R. C. Hall.
Boone Div. No. 48. Boone, Iowa.	President—Mrs. H. P. Kneeland. Secretary—Mrs. Chas. Boswell.	1st and 3d Thursdays, 3:00 p. m.
Prosperity Div. No. 49. Eagle Grove, Iowa.	President—Mrs. J. M. Harlan. Secretary—Mrs. G. W. Burns.	Second and Fourth Wednesdays.
Delaware Div. No. 50. Wilmington, Del.	President—Mrs. G. D. Broomell, 1006 Reed st. Secretary—Mrs. O. E. Wellman, 1403 w. 3d st.	First and Third Thursdays.
Kekionga Div. No. 51. Ft. Wayne, Ind.	President—Mrs. C. Kater. Sec.—Mrs. W. B. Kitselman, 233 w. Jefferson st.	
Okoboji Div. No. 52. Estherville, Iowa.	President—Mrs. Mary E. Maxwell. Secretary—Mrs. Ella Gay ord.	
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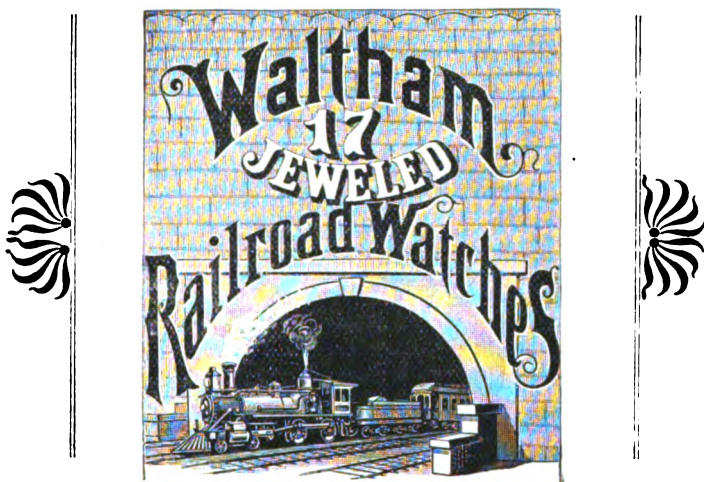
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will be given **FREE OF ANY COST** for advertising purposes, to one person in each locality who is a sufferer from any of the following diseases:—Rheumatism, Neuralgia, Lumbago, Pains in the Back and Limbs, Nervous Debility, Spinal Disease, Kidney Complaints, Torpid Liver, Female Complaints, Constipation, Dyspepsia, Catarrh, Cold Extremities, General Debility, Paralysis, Epileptic Fits, Dumb Ague, Sciatica, Sleeplessness, Blood and Skin Diseases, or any other curable disease of either sex. We mean just what we say, **FREE OF ANY COST**. There are no charges of any kind to be paid by you. We are making this offer to introduce our Electric Belts into new localities, believing that it will pay us in the end. If you are a sufferer, send us your name and address, with your waist measure, and state whether belt is required for lady or gent, and we will send you one **FREE OF ANY COST**. Answer at once, as we will give away but one hundred belts for this purpose, and only one in each locality. Address, **DR. HORNE ELECTRIC BELT & TRUSS CO., Chicago, Ill.** **\$1000 Reward** will be paid to any person proving this advert. P. S.—We have Electric Trusses for rupture. Catalogue free.

\$2.98 **ONE YEAR TRIAL FREE**

A fine 14k. gold plated watch to every reader of this paper. Written guarantee for 5 yrs sent with each watch. Cut this out and send it to us with your full name and address, and we will send you one of these elegant richly jeweled gold finished watches by express for examination and if you think it equal in appearance to a \$25 gold watch, pay our sample price \$2.98 and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you one **FREE**. Write at once as we shall send out samples for 60 days only.

Ladies' CHICAGO WATCH CO.,
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STEAM ENGINEERING



DIPLOMAS AWARDED. Courses in other trades, all including thorough instruction in Mathematics and Physics. Send for **FREE** circular, stating subject you wish to study, to **The Correspondence School of Mechanics,** Scranton, Pa.

\$12 TO \$35 **Per Week** Can be made working for us. Parties preferred who can give their whole time to the business. Spare hours, though, may be profitably employed. This announcement is of especial interest to stirring men who wish to rise in the world. Good openings for town and city work as well as country districts. **B. F. JOHNSON & CO.,** No. 3 So. 17th St., RICHMOND, VA.

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The Preferred Masonic Mutual Accident Association is the **FIRST** and **ONLY** Company rating Conductors in the Preferred class, and giving them the advantage of the Preferred Rate of Premiums. Our business is confined exclusively to Master Masons engaged in Preferred Occupations. \$5,000 with \$25.00 weekly indemnity costs \$17 first year and \$13 thereafter. Agents wanted. For further information address,

A. C. MILLER, Secretary,
DETROIT, MICH.

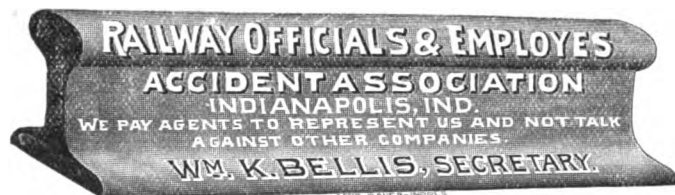


ence strictly confidential, and all letters sent in plain sealed envelope. Enclose stamp if convenient. Address

FREE TO SUFFERERS.

Why waste time money, and health with "doctors," wonderful "cure-alls," specifics, etc., when I will send **FREE** the prescription of a new and positive remedy for a **prompt, lasting cure.** Lack of strength, vigor and manhood quickly restored in young or old men. I send this **prescription FREE of charge,** and there is no humbug or advertising catch about it. Any good druggist or physician can put it up for you, as every thing is plain and simple. I can not afford to advertise and give away this splendid remedy unless you do me the favor of buying a small quantity from me direct or advise your friends to do so. But you may do as you please about this. You will never regret having written me, as this remedy cured me after everything else had failed. Correspondence strictly confidential, and all letters sent in plain sealed envelope. Enclose stamp if convenient. Address

T. C. BARNES, Box 657, Marshall, Mich.



Nearly
One Million
and a Half
Dollars
Disbursed !

Almost every man thinks that he is the one who will escape the misfortunes which he sees happening to those around him; but it is the unexpected which happens, and Prudent Persons Provide Protection against the Freaks of Fate by a policy in the

RAILWAY OFFICIALS AND EMPLOYEES' ACCIDENT ASSOCIATION

The following Prudent Conductors thus protected themselves and families against disaster, and many a home was saved, and wife and children provided for thereby.

The following are some of the Death and Disability claims paid to Train Conductors:

DEATH CLAIMS.

P. M. Thompson,	Columbus,	Ohio,	C. H. V. & T. Ry.,	\$5,000.00
T. H. McIntosh,	Tekoa,	Wash.,	U. P. Ry.,	5,000.00
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Grant Norton,	Lincoln,	Neb.,	B. & M. Ry.,	2,000.00
Wm. J. Crow,	Hinton,	W. Va.,	C. & O. Ry.,	2,000.00
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James L. Litton,	Springfield, Mo.,	St. L. & S. F. Ry.,	arm off,	\$2,500.00
Wm. Bollinger,	Sanborn, Iowa,	C. M. & St. P. Ry.,	leg off,	750.00
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J. C. Scheuing,	Chicago, Ill.,	L. N. A. & C. Ry.,	leg off,	1,000.00
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Henry J. McBride,	Jackson, Neb.,	U. P. Ry.,	arm off,	2,000.00
Sam'l M. Harmon,	Zanesville, Ohio,	C. S. & H. Ry.,	leg off,	2,500.00
A. C. Saul,	Hinton, W. Va.,	C. & O. Ry.,	leg and arm off,	1,000.00

If you want protection, Address.

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When a Railroad Man Buys a Lantern He Generally Wants the BEST.

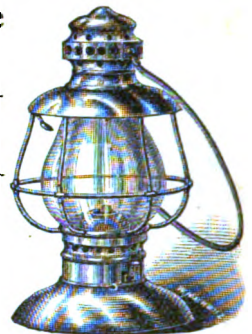
We make a specialty of the finest class of work, both for everyday service and for presentation purposes—all at reasonable prices

Send for our Catalogue of popular styles in BRASS, GERMAN SILVER, NICKEL and SILVER PLATE.

Lanterns in Solid Silver or in Gold
Plate Made to Order.

M. M. BUCK & CO.,

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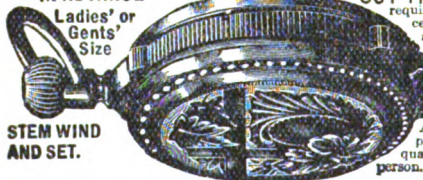


\$175.00

Beethoven Piano and Organ Co.,
P. O. Box 577 Washington, N. J.

**14 K. GOLD
PLATE** 100,000
TESTIMONIALS

NO MONEY REQUIRED | RECEIVED
IN ADVANCE



WATCH
4th BOX OF 50
CIGARS C.O.D. \$2.98

CUT THIS OUT and send it to us with your name and address (no money required in advance) and we will send you by express, same day we receive your order, one box containing 50 of our Celebrated 10c. Cigars and in the same package a genuine Heavy Gold Plated Watch, stem winder and setter, enamel dial, oil tempered, unbreakable mainspring, finely finished train, jeweled balance, dust proof, finely engraved case, a splendid timekeeper. A written guarantee for 5 years sent with every watch. You examine the goods at the express office and if satisfactory, pay the express agent \$2.98 and express charges, and the box of 50 Cigars and Gold Plate Watch are yours. As this offer is made solely to introduce our famous 10c. Cigars, to protect ourselves against dealers and speculators ordering in large quantities, we will not sell more than 2 Boxes and 2 Watches to anyone person. Write to-day, WESTERN UNION MFG. CO., 281 Wabash Ave, Chicago



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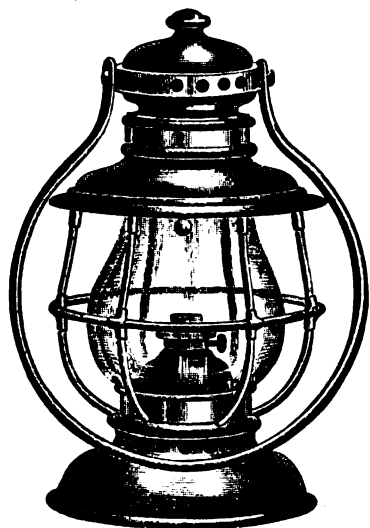
Sold outright, no rent, no royalty. Adapted to City, Village or Country. Needed in every home, shop, store and office. Greatest convenience and best seller on earth. Agents make from \$5 to \$50 per day. One in a residence means a sale to all the neighbors. Fine instruments, no toys, works anywhere, any distance. Complete, ready for use when shipped. Can be put up by any one, never out of order, no repairing, lasts a life time. Warranted. A money maker. Write W. P. Harrison & Co., Clerk 10, Columbus, O.

ARE YOU DEAF ?

Do You Want to Hear ?

The AURAPHONE will help you if you do. It is a new scientific invention which will restore the hearing of any one not born deaf. When in the ear it is invisible, and does not cause the slightest discomfort. It is to the ear what the glasses are to the eye—an ear spectacle. Enclose stamp for particulars.

THE AURAPHONE COMPANY, 607 Masonic Temple, Chicago.



... LANTERNS

FOR

Conductors and Trainmen.

We have added to our stock a complete line of

**ADAMS & WESTLAKE'S
CELEBRATED RAILWAY LANTERNS.**

We make a specialty of fine presentation Lanterns. The
"Queen" Lantern is used universally by conductors.

*Write for descriptive list and special
prices to Conductors.*

A. G. Spalding & Bros.,

147 and 149 Wabash Avenue,

CHICAGO.

— *PROVIDE FOR THE* —

Protection of your Insurance.

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<i>HON. A. N. WATERMAN, Vice President.</i>	<i>A. B. MEAD, Vice President.</i>
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<i>J. W. BURSON, General Manager.</i>	<i>E. H. GORSE, Supt. of Agencies.</i>

The Union Trust and Security Co.

Dexter Building, 84 Adams St., CHICAGO, ILL.,

Offers to members of the **MUTUAL BENEFIT DEPARTMENT** of the **O. R. C.** a **RESERVE CONTRACT** in which the Company, in consideration of the installment payments contracts to pay **ALL ASSESSMENTS** on account of **INSURANCE** and return to the holder of the Contract the **ENTIRE SUM** of the investments in **CASH** together with the accumulated profits.

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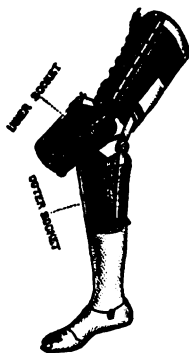
Every contract **ABSOLUTELY SECURED** by the **TRUSTEES CERTIFICATE** of the **ROYAL TRUST CO.** of Chicago.

For full information, write to

Reliable Agents Wanted.

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A LOST LEG The Patent Adjustable Slip Socket

Is not the calamity it was before
the invention of

(Warranted not
to chafe the
Stump).

LARGEST LEG FIRM IN THE UNITED STATES.

Received the Medal and Diploma at The World's Fair, and the Gold Medal and Bronze Medal and Diploma at the California International Exposition.

The Inner Socket, seen outside the limb in cut, is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets, instead of between the stump and the socket as in the case of all wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limb worn with perfect ease and comfort. Endorsed and purchased by the United States Government. Send for our large catalogue with illustrations.

All we ask is for you to investigate for yourself, by writing to hundreds of railroad men having amputations like your own and wearing the SLIP Socket.

THE WINKLEY ARTIFICIAL LIMB CO.,

BRANCH OFFICES: 84 Adams St., Dexter Building, Chicago.
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MINNEAPOLIS, MINN.

McClure's Magazine for 1895.

Volume IV begins December, 1894. A splendidly illustrated life of NAPOLEON, the great feature of which will be Seventy-five Portraits of Napoleon, showing him from youth to death; also portraits of his family and contemporaries and pictures of famous battlefields; in all nearly 200 pictures. Begins in November and runs through eight numbers. The Eight Napoleon Numbers, ONE DOLLAR.

TRUE DETECTIVE STORIES by authority from the archives of the Pinkerton Detective Agency.

Short stories and contributions from prominent writers of the day.

Send three 2-cent stamps for a sample copy to the publishers
S. S. McCURE, L'td,
30 Lafayette Place, New York.

The St. Louis Republic free. —Special offer to readers of this paper.—A great Metropolitan Paper.—Is indispensable now.

The "Twice-a-week" St. Louis Republic will be sent free for one year to any person sending, before January 31, 1895, a club of three new yearly subscribers, with \$3 to pay for the same.

Already the clans are gathering for the fray in 1896, and 1895 will be full of interesting events. The skirmish lines will be thrown out, the maneuvering done and the plans of campaign arranged for the great contest in '96.

The remaining short session of the Democratic Congress, to be followed shortly by a Republican Congress with a Democrat in the Presidential chair will be productive of events of incalculable interest.

In fact, more political history will be constructed during 1895 than in any year since the foundation of the Government, and a man without a newspaper will be like a useless lump in the movements of public opinion.

You can get three new subscribers for the Republic by a few minutes effort. Remember in The Republic subscribers get a paper twice-a-week for the price of a weekly—only \$1 a year. Try it, at once, and see how easily it can be done. If you wish a package of sample copies, write for them. Cut out this advertisement and send with your order. Address,

THE ST. LOUIS REPUBLIC,
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WE WILL SEND THE——o

Cosmopolitan Magazine,

Which has the strongest staff of regular contributors of any existing periodical, and

THE RAILWAY CONDUCTOR

Both for Only \$2 a Year

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CHICAGO.

Michigan Ave. Boulevard and Jackson Sts.

Fronting Lake Michigan.

Within Two Blocks of Center of the City.

Entire new management and popular prices. Over \$100,000 has been expended in re-modeling and re-furnishing the house, making it one of the most complete and comfortable hotels in Chicago. Steam heat and electric light in every room. Fifty-five bath rooms. Elevator and every modern convenience.

Rooms with meals,	Rooms without meals
From \$2 per day upwards	From \$1 per day upwards

All Meals 75 cts. Each.

A very desirable hotel for ladies visiting the city unattended, and especial care will be given them.

DABB & MILLIGAN.

Chas. W. Dabb, Fourteen years proprietor of the Commercial Hotel, Chicago.

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2 50

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CUT THIS OUT and send it to us with your name and address and we will send you this watch by express for examination. A Guarantee For 5 Years and chain and charm sent with it. You examine it and if you think it a bargain pay our sample price, \$2.50, and it is yours. It is beautifully engraved and warranted the best time-keeper in the World for the money and equal in appearance to a genuine Solid Gold Watch. Write to-day, this offer will not appear again.

THE NATIONAL MFG. & IMPORTING CO.,
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WHEN YOU GROW OLD

You should have a home in which to spend your declining days. NOW is the time to commence to provide it, and WE have the plan by which you can do it. Many railroad men are taking advantage of it. Send us your name and address, and we'll send you full details, free.

FOSTER & WOODSON,
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Artificial LIMBS
—BEST LEG— \$50
Wood or Rubber Foot

TRUSSES, Elastic Stockings, Crutches, etc.
Catalogue Free. State particulars.
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U. S. Government Mfr. Dept.
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Blood Poison!

Primary, Secondary or Tertiary

permanently cured in 15 to 35 days. We eliminate all poison from the system, so that there can never be a return of the disease in any form. Parties can be treated at home as well as here, (for the same price and under the same guarantee,) but with those who prefer to come here, we will contract to cure them or refund all money and pay entire expense of coming, railroad fare and hotel bills.

Our Magic Remedy **Eight Years** in Use and **Never Failed** to cure the most obstinate cases. We challenge the world for a case we can not cure. Since the history of medicine a true specific for **BLOOD POISON** has been sought for but never found until our Magic Cyphilene was discovered. We solicit the most obstinate cases and challenge the world for a case we cannot cure. This disease has always baffled the skill of most eminent physicians.

\$500,000 CAPITAL

behind our unconditional guarantee. **Absolute proofs** sent sealed on application. Address,

COOK REMEDY CO.,
Room 307 Masonic Temple, Chicago, Ill.

COOK REMEDY CO.

We will send you the **MARVELOUS and UNFAILING** French Preparation,

CALTHOS

FREE by MAIL, and a legally executed guarantee that **CALTHOS** will **RESTORE your** **HEALTH, STRENGTH AND VIGOR.**

Use it & pay if satisfied.

Von Mohl Co., Importers, Cincinnati, Ohio.

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We Warrant
The Reliable

Tollatch 80 per cent. SELF REGULATING
Durable, Correct in Principle. Leader
at World's Fair. 6 cts. in stamps for
new 112 page Poultry Guide and Cata-
logue. **POULTRY FOR PROFIT** made plain. See Rock Information.

Reliable Incubator and Brooder Co., Quincy, Ill.

FAT FOLKS REDUCED
from 15 to 25 lbs. per month by a
HARMLESS TREATMENT.
Nostarving; leaves no wrinkles.
THOUSANDS CURED.
18 Years' Successful Practice.
TREATMENT BY MAIL.
For particulars call on, or ad-
dress with 6 cents in stamps,
O. W. F. SNYDER, M. D.,
Chicago, Ill.
247 McVicker's Theater Bldg.

RUPTURE

Sure cure at home; (sealed)
book free; Dr. W. S. Rice.
Box R. Smithville, N. Y.

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FREE A fine 14k gold plated watch to every reader of this paper.

Cut this out and send it to us with your full name and address, and we will send you one of these elegant, richly jeweled, gold finished watches by express for examination, and if you think it is equal in appearance to any \$25.00 gold watch pay our sample price, \$3.25, and it is yours. We send with the watch our guarantee that you can return it at any time within one year if not satisfactory, and if you sell or cause the sale of six we will give you One Free. Write at once, as we shall send out samples for 60 days only. Address,

THE NATIONAL MFG. & IMPORTING CO.,
334 Dearborn St., Chicago, Ill.

MRS. WINSLOW'S SOOTHING SYRUP
— FOR CHILDREN TEETHING —
For sale by all Druggists. 25 Cents a bottle.

MY HUSBAND Can see how you do it.

High Arm

\$69 Kenwood Machine for - \$23.00
\$50 Arlington Machine for - \$19.50
Standard Sizers - \$8.00, \$11.00
\$15.00, and 27 other styles. All at-
tachments FREE. We pay freight ship any-
where on 30 days free trial, in any home
without asking one cent in advance. Buy
from factory. Save agents large profits.
Over 100,000 in use. Catalogue and testi-
monial's Free. Write at once. Address
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158-164 West Van Buren St., B 95, Chicago, Ill.

WARNER'S
SAFE
CURE



FOR
RAILROAD
MEN.

For the last fifteen years **Warner's Safe Cure** has been used by Railroad men, and always with satisfaction. We don't propose to take up space "blowing our own whistle," but rather, let the "boys" do it for us. Read what a few of them say. We could fill this book with similar statements.

BENNETT, Pa., July 18, 1894.

A little over two years ago my boy, who is now six years old, was troubled so bad with his kidneys that I was compelled to take him to a doctor for treatment. His urine was very heavy and red as blood, and he complained very much of his limbs paining him continuously. I was advised to try a specialist in Pittsburg, only a little distance from home, and I took my son to him, he examined his urine very carefully and pronounced him incurable. Not being satisfied with the encouragement from the doctor, I concluded to take my son home and try a bottle of Warner's Safe Cure, which I had often heard of. After the first bottle I gave him he improved so much that I continued on until I had given him four bottles of the Safe Cure, and I now consider him completely cured. I hope that you will publish this for the benefit of others.

FRANK LAW,
 Conductor P. W. R. R.

BLOOMSBURG, Pa., Sep. 2, 1894.

In 1881, while in a general store in Orangeville, Pa., I began to be troubled with a weak back, and at times terrible pains would shoot up my spinal column, my urine got to be of a very dark color, and a severe scalding would occur when urinating. I consulted a physician and he said my kidneys were very weak, and gave me medicine, which I took as directed, but continued to grow worse. I got so that it was impossible to lift a sack of flour. I then consulted a physician in Wilkes Barre, and he said it was my kidneys, and treated me for some time, with no benefit. I then got so that I could scarcely get around. I made up my mind to see a specialist, and went to Philadelphia and saw the late Dr. Grass. He analyzed my urine and put me through an examination. I remained there five days, and then he told me to go home, and gave me medicine. I told him that I paid him to find out my trouble, and wanted to know. He said he thought it best not to tell me, but I insisted. He looked at me very sharp and said, "You have Bright's disease in its last stages, your left kidney is all gone, and the right is in very bad condition, and furthermore, there is no cure for you, and I doubt if you live six months. I can give you medicine that will relieve the pain, and that is all any living man can do." I came home, but did not give up. One day I

was reading one of Warner's Safe Cure books, and in one was a testimonial of a Dr. Bailey, a man that I met in Pottsville several years before, and he had Bright's disease in very bad form. He left and went to Colorado as post-surgeon, was there for some time, then went to Boston. While there, he took Warner's Safe Cure and was cured. As he was an acquaintance of mine, I wrote him to find out if the testimonial was true, also the facts of my case. He wrote back that every word was true, and advised me to give it a trial, which I did. I took Warner's Safe Cure continually for fifteen months, and am happy to say that it permanently cured me, for I have had no trouble with my back and kidneys since. I am now conductor on a freight on the D. L. & W. and am as hearty and well as any man.

L. M. SLEPPY

GEORGIA RAILROAD CO.
 GAINESVILLE, JEFFERSON & SOUTHERN R. R. Co.
 UNION POINT & WHITE PLAINS R. R. Co.

MILLEDGEVILLE, Ga., Dec. 18, 1893.

I was afflicted for several years with kidney disease to an alarming extent, and my back and head were continually aching, until I could scarcely attend to my duties. There was a sediment like brick dust in my urine, and I was racked with pains. Several physicians prescribed for me, but gave me no permanent relief, and I grew constantly worse. After trying several things reputed to cure kidney disorders, I began the use of Warner's Safe Cure, and after using a number of bottles my urine became clear and my kidneys became all right, and the pains left my back and head. I have experienced no return of the troubles since.


W. R. SUMMERS,
 Superintendent O. C. Ry. Co.

ANNISTON, Ala., Nov. 29, 1893.

About two months ago, in September, I had a very severe attack of inflammation of the bladder, was passing blood, and my urine was terrible. I was compelled to quit work, being an engineer, the jar almost killed me. I was advised to try Warner's Safe Cure, and after taking it one night and day, began feeling better. I have mended right along, and have never felt any symptoms since. I recommend the Safe Cure to anyone as the best medicine now in use.

M. J. COTTON, Engineer


THE JANNEY FREIGHT CAR COUPLER.



THE McCONWAY & TORLEY CO. PITTSBURGH, PA.
Agents & Manufacturers For
THE JANNEY-HIEN COMPANY.

CONDUCTORS:

PULL THE BELL ROPE!



You are exposed to sudden drafts, changes of temperature, and injuries. Look Out!

ST. JACOBS OIL

Cures **RHEUMATISM,**

SPRAINS, BRUISES, CUTS, WOUNDS, SORENESS, STIFFNESS,

SWELLINGS, BACKACHE, NEURALGIA, SCIATICA,

BURNS.

A PROMPT AND PERMANENT CURE

For the Finest, Handsomest and
 Lowest-Priced

Regalia and Jewels

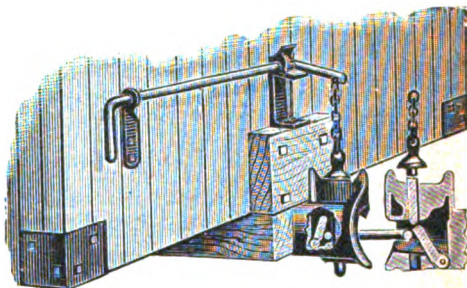
FOR THE

Order of Railway Conductors,

WRITE TO

The M. C. Lilley & Co., Columbus, O.

The Largest Manufacturer of Secret Society
 Goods in the World



SAFFORD'S Automatic Draw Bar.

Never Has Been Even Equaled in Freight Service.

Over 21,000 made this year, all the slanders to the contrary notwithstanding. "A uniform link and pin coupler, automatic,—is the best ever used with air brakes in freight service."

F. W. PARSONS, Pres.

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A SOLID GOLD WATCH MOVEMENT AND THE
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The Dueber Watch Case Manufacturing Company

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No. 6.

JUNE, 1895.

Vol. XII.



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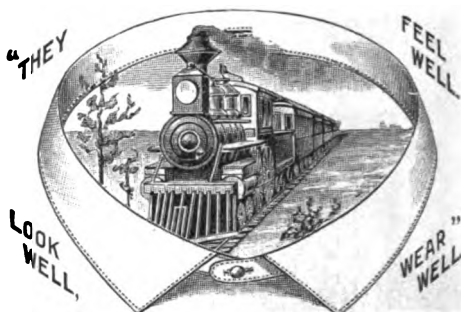
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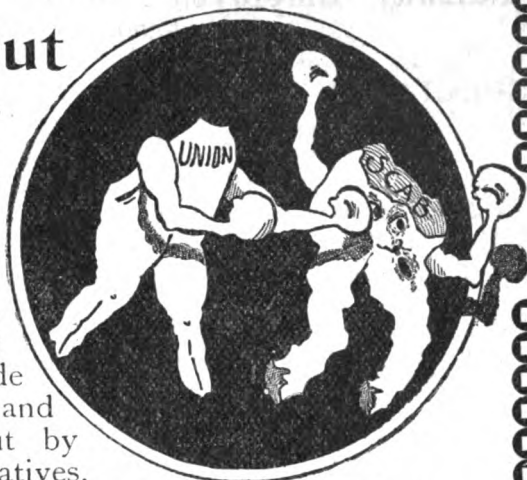


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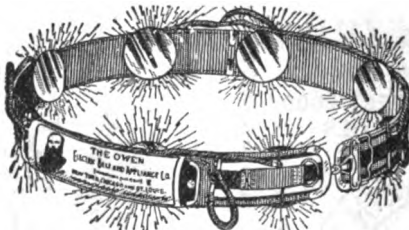
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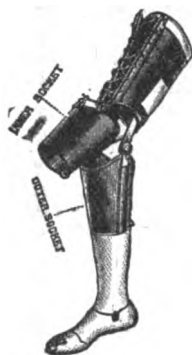
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(Warranted not
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Stump).

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We sell on installments as well as for cash and take old instruments in exchange.

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We offer One Hundred Dollars reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

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We, the undersigned have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions and financially able to carry out any obligation made by their firm

WEST & TRUAX, Wholesale Druggists, Toledo, O. WARDING, KINNAN & MARVIN, Wholesale Druggists, Toledo, O.

HALL'S Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price 75c. per bottle. Sold by all Druggists.

Suspensory Bandages. Circular free.

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For sale by all Druggists. 25 Cents a bottle.

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The AMERICAN WALTHAM WATCH COMPANY was the first and for many years the only watch manufacturing concern in the world that constructed a movement specially adapted to railroad service. All railroad watch movements of other makes are comparatively recent efforts in this direction. The inception and development are due alone to the AMERICAN WALTHAM WATCH COMPANY.

Foremost among railroad watches is the 21 Jeweled Vanguard. Placed on the market in April, 1894, this watch has become the synonym for accuracy and strength. In model and finish the Vanguard possesses a combination of advantages over all 18 size railroad movements of any other make. It has Double Roller; Safety Barrel; Compensation Balance in Recess; Raised Gold Settings; Embossed Gold Micrometric Regulator and is Adjusted to Temperature, Isochronism and Position. The VANGUARD expresses the best results in modern watch making.

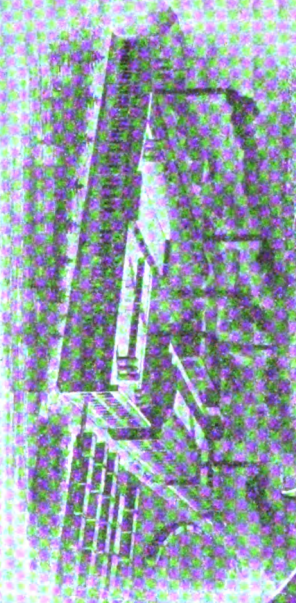
The first CRESCENT STREET, a Gilt 15 Jeweled Key-Winding, was made more than a quarter of a century ago, being then the highest grade of WALTHAM 18 size. As the announcements of that time stated, the Crescent Street was "For Engineers, Conductors and Travelers; with Micrometrical Regulator; a Great Improvement. The only full plate watch made in this country "with hand setting on the back." Automatic machinery and mechanical experience have since responded to each additional requirement by those for whose purposes this movement was first constructed. The present CRESCENT STREET is Nickel, Stem-Winding, 17 Jeweled; is officially adopted by railroad watch inspectors throughout the United States and until the advent of the VANGUARD, stood pre-eminent among railroad watches.

No other trade mark is better known in any part of the world than that of APPLETON, TRACY & CO. 500,000 of these watches are in daily use. This grade, which is also officially adopted as a railroad watch, contains every requisite for the most exacting service. APPLETON, TRACY & CO. movements are made in both Nickel and Gilt, 17 Jeweled. At the Sydney, N. S. W. Exhibition in 1879, the APPLETON, TRACY & CO. watch received the highest awards on all points, over all competitors.

No. 35 and No. 25, first issued in 1886, are the highest grades of WALTHAM 18 size Nameless movements. They are 17 Jeweled and embody the features that have won for WALTHAM watches their distinctive leadership. The No. 35 and No. 25 movements sell upon their merits, which are more evident and acceptable to watchmakers than the fictitious value often claimed for goods of less established repute.

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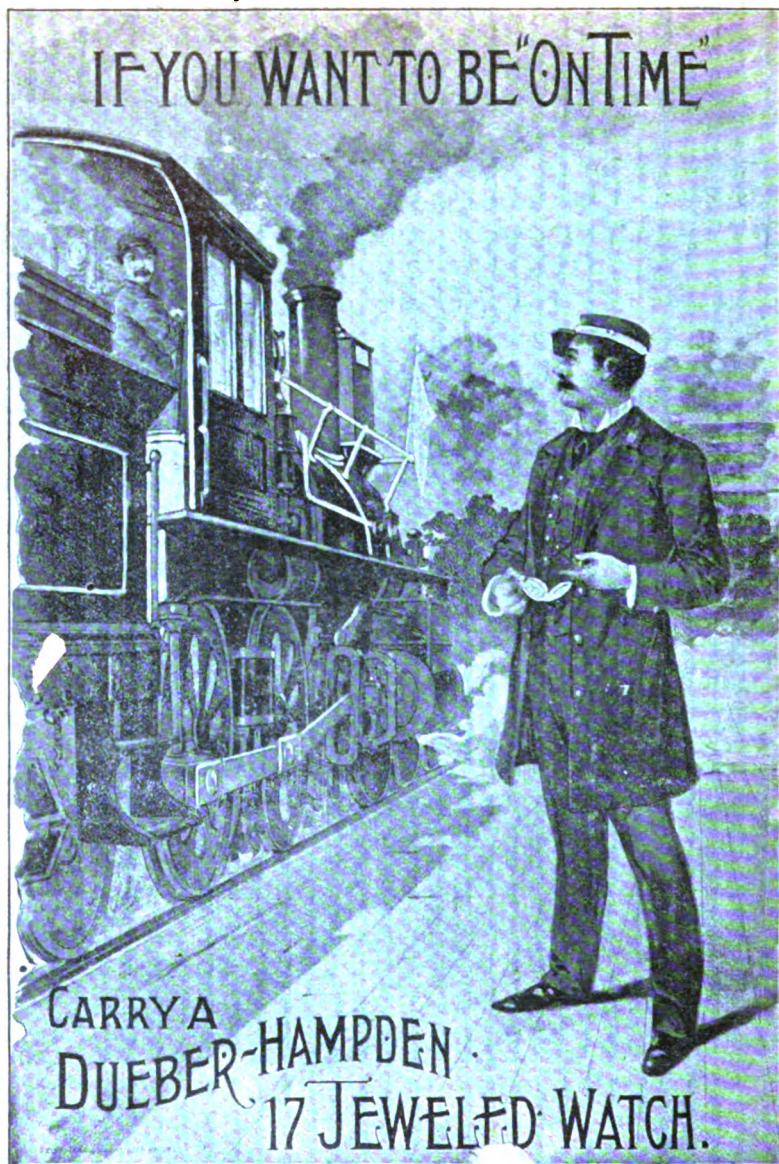
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